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64 PAGE BUMPER ISSUE

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12 pages of considerations, advice and inspiration for fledgling restorers

CLASSIC Car Buyer

29th October 2025 **ISSUE 804** www.classicsworld.co.uk

RARE DETAILS IN BIG DEMAND

CLASSIC CHOICE: IMP v PRINZ & R8

SURVEY REVEALS HUGE APPETITE FOR CLASSICS

New 2025 National Historic Vehicle Survey reveals massive potential to attract fresh faces amid increase in the average age of historic vehicle owners

Findings from a major new survey conducted by the Federation of British Historic Vehicle Clubs (FBHVC) confirm the historic vehicle movement is flourishing, and while ownership continues to be dominated by the older generation, there's considerable support from the wider UK public – many of them aged under 35.

This year's survey garnered an impressive 19,943 responses from owners, enthusiasts, the trade, clubs, and representatives from the wider UK public, with the results announced at the FBHVC AGM on October 18.

The research shows that the average age of a historic owner is now up to 66, from 63 five years ago. However, the survey revealed a strong affinity for historic vehicles among younger people, plus the importance of embracing 'Youngtimer' vehicles.

MORE ON PAGE 5

SPOTLIGHT ON

ROVER 2200SC

SIERRA COSWORTH

AUSTIN A35

BUYING THE JENSEN INTERCEPTOR

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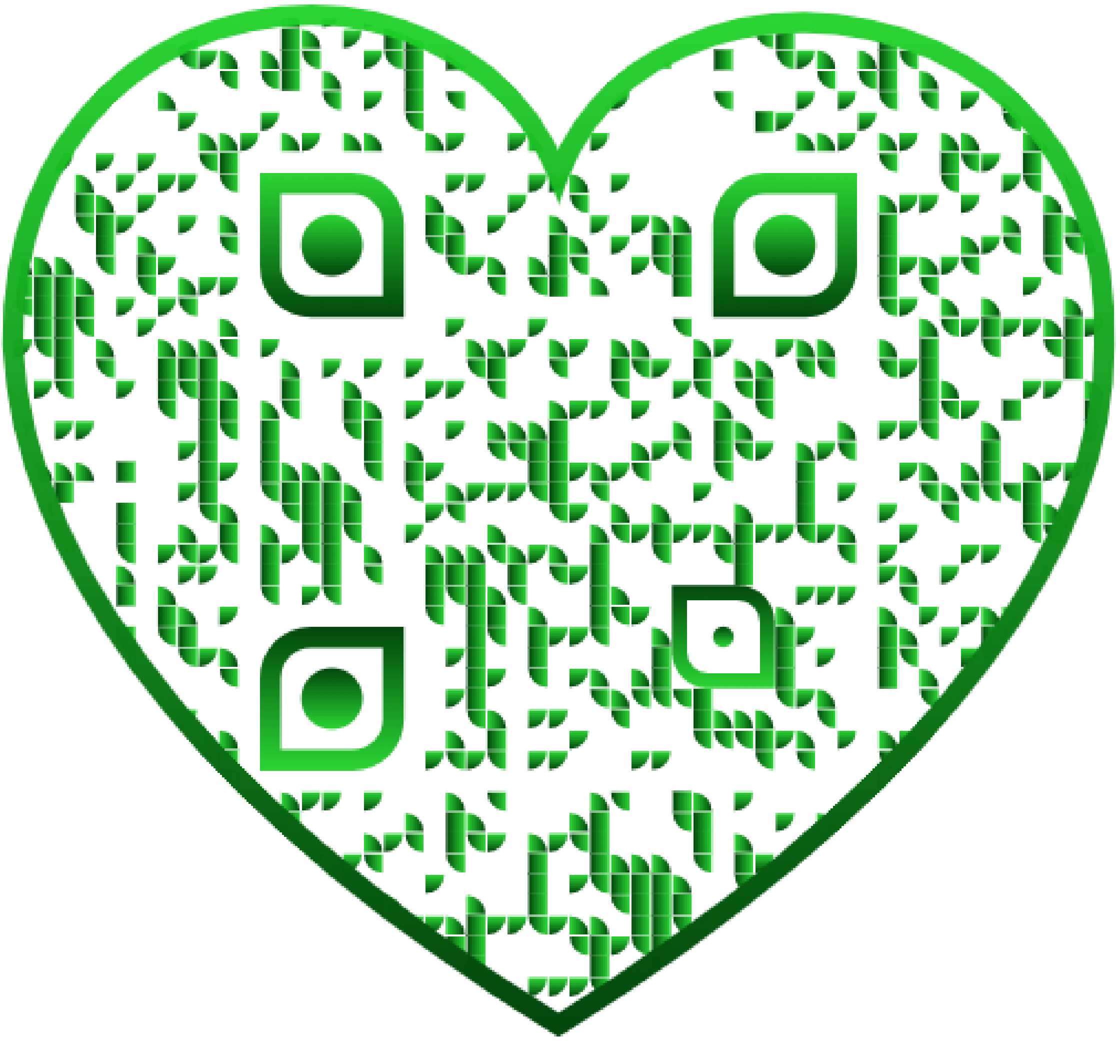

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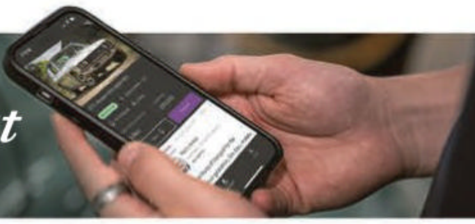
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WELCOME

JEFF RUGGLES
EDITOR

Somewhat inspired by putting this special restoration-themed bumper issue, I found myself in the garage trying to inject some fresh impetus into a stalled project. My Mini 1275GT has been in the bodyshop for several years now, so I reasoned getting both subframes ready to fit might speed things up a bit and at least mean the car could be rolled around.

Experience has taught me that some of the rubber components available will have probably perished before the car even hits the road, so I've been careful to invest in top-quality bits – including some Japanese-made dust seals for the suspension arms. After all, I don't want to be doing all the work twice in quick succession. Only I couldn't make them fit properly.

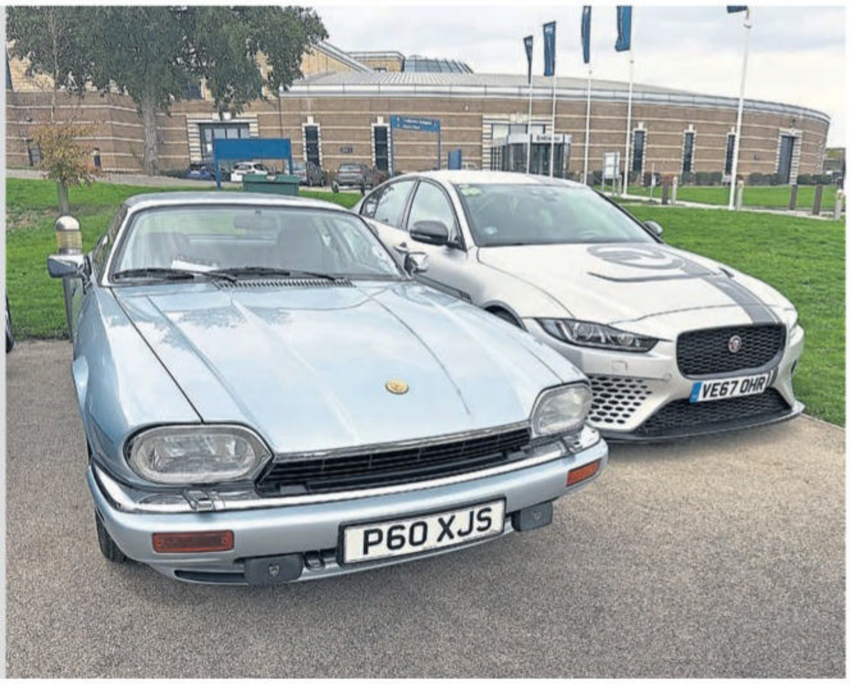
Was I doing something wrong? Not as far as I could fathom, and I read plenty of magazine articles and watched YouTube videos for confirmation. Still one of the seals wouldn't go in properly. Then I found a perished original seal from 50 years ago, which revealed the new one was too wide. So I spent ages carefully trimming it, employing trial and error, only for it to still not fit. Eventually, after much repetition and swearing, it went in, and now I can start on the other side.

Of course, this process took several hours, which would be expensive if you were paying a restorer rather than doing the work yourself. Granted, it's highly likely a pro would have found a solution in far less time, but it did give me renewed appreciation of the problems that specialists must face every day, and why restorations cost as much as they do.

As our resto guide alludes to, I reckon it's case of picking your battles. Tinkering with rubber seals is something I can do on my time – replacing an entire boot floor is one I'll leave to the experts...

THE BIG PICTURE

Spotted by Jeff outside the Collections Centre at the British Motor Museum recently, P60 XJS is the final Jaguar XJS ever produced. The 6.0-litre V12 Coupe came off the line in April 1996 and was donated to Jaguar Heritage for preservation. It's pictured alongside an example of the fearsome 600bhp XE Project 8. This one also resides at Gaydon and was used as a development and press car.



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RARE COUPES AT AUCTION

A piece of British Leyland history is set to cross the block at Historics next month in the shape of a Triumph TR7 V8 Development Car. Registered HOJ 156W, this factory prototype was originally built by the Methods Build Department at Longbridge and played a key role in the evolution of the Triumph TR8.

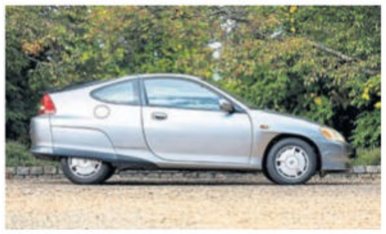
The car's bodyshell was assembled and painted at the Speke factory in early 1976. It was then transported to the Longbridge factory for final assembly as a test vehicle. It was specifically set up for the American market, and was therefore a left-hand drive and had various emission control additions, including twin two-way catalytic converters. It even had air-conditioning!

The car was then stored away at the Longbridge factory for some five years, avoiding the crusher, before being sold in 1981 to a factory employee – hence the W-registration. It then passed through the hands of another couple of custodians before Triumph Owners' Club member, Ian Tinsey, bought the car in 1992. It was then painstakingly restored to its original prototype specification, remaining left-hand drive and featuring a three-speed automatic gearbox. It remains in exceptional condition today, with only 27,614 miles recorded and the air conditioning blowing ice cold.

Offered with an extensive history file and letters from former factory staff, the car surely represents a unique opportunity for collectors. It's estimated at £18,000-£25,000 and will be auctioned at Mercedes-Benz World on November 29.

It won't be the only intriguing coupe to be offered though; a 2001 Honda Insight will also be included, with all the proceeds set to go to the Make 2nds Count cancer charity. The Insight was the first mass-produced petrol/electric hybrid to go on sale in the UK (beating the Toyota Prius by a matter of weeks) and it was the first hybrid electric vehicle manufactured by Honda.

Never designed to be a mass seller, less than 400 were sold in Europe. This one is surely one of the best left, the cherished example having covered just 57,771 miles. It's guided at £3000-£6000 but is offered with no reserve.



For more details on these cars and the other entries in the sale, see historics.co.uk.

VETERAN RUN LOOKS TO THE FUTURE

SUSTAIN
CLASSIC
Fuel

This weekend's London to Brighton Veteran Car Run will have an eye on the future, with sustainable fuel offered to all participants. On Sunday November 2, over 400 pre-1905 vehicles will depart Hyde Park, and while some are powered by steam and electric motors, the majority rely on early combustion engines. For these, event partner SUSTAIN has developed a bespoke fuel – Classic Veteran 80 – a fuel blend containing at least 80 per cent renewable content.

Developed specifically for heritage combustion engines, Veteran 80 combines second-generation biofuels derived from agricultural and food waste with traditional fuel components. The ethanol-free formula is said to improve cold-start reliability – a key advantage for dawn departures on the 60-mile route to Brighton.

SUSTAIN has successfully trialled the fuel in four veteran cars curated by the Royal Automobile Club over the past two years, with no technical modifications required. Duncan Wiltshire, Chairman of the Royal Automobile Club, said: "By embracing innovative sustainable fuel blends, we can ensure yesterday's cars remain on tomorrow's roads for generations to come."

To support participants, SUSTAIN will operate a mid-journey refuelling point at Crawley's Hawth Theatre. The fuel is sold nationwide in five-litre containers at £5.95 per litre, available through multiple distributors.

David Richardson, Business Development Director at SUSTAIN, added: "The Veteran Car Run is a perfect stage to showcase how sustainable fuels can preserve automotive heritage while protecting our future."

Full event details for Sunday's event are available at veterancarrun.com.

TIME-CAPSULE 500SL UNEARTHED

An extraordinary 1982 Mercedes-Benz 500SL (R107) showing just 42 miles has been unearthed by Classic Mercedes specialist SL Shop – a car that has never been registered or driven on UK roads since leaving the factory over 42 years ago.

Finished in Blue Green Metallic and boasting every available factory option, the right-hand-drive convertible remains completely unrestored and in museum-quality condition. SL Shop believes it to be the only unregistered, factory-new example of its kind outside the Mercedes-Benz Museum in Stuttgart.

The car was purchased new on November 30, 1982, by Mr. Hough of Gnosall, Staffordshire, for £24,400 — equivalent to over £87,000 today. A successful watchmaker, Hough had the 500SL trailered to his home and stored it in a heated, dehumidified garage for more than four decades, even crafting a hallmarked sterling silver Mercedes badge to accompany it.

Still adorned with its original stickers and factory Waxoyl, the car includes extras such as air conditioning, heated seats, ABS and a leather interior.

"This 500SL is the closest reflection of the original R107 SL blueprints – a reference point for our technicians and a benchmark for the wider Mercedes-Benz community who continue to preserve these wonderful machines.'' said SL Shop founder Sam Bailey.

The car will go on permanent display at SL Shop's Warwickshire headquarters and will also feature in an exhibition at Mercedes-Benz World for a limited period.

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UK BACKS ITS CLASSICS

New 2025 National Historic Vehicle Survey reveals the stability of the sector – and the massive potential to attract fresh faces from the wider public

The 2025 National Historic Vehicle Survey confirms that the historic vehicle movement is flourishing.

Findings from a major new survey conducted by the Federation of British Historic Vehicle Clubs (FBHVC) confirm the historic vehicle movement is flourishing, and though ownership continues to be dominated by the older generation, there's considerable support from the wider UK public – many of them aged under 35.

The National Historic Vehicle Survey (NHVS) broadly takes place every five years, with most recent based on data collected in 2019. The survey is important because it provides robust insights into the historic vehicle sector, which can be used to inform Westminster of its importance to the nation – crucial at a time of potential uncertainty surrounding the Budget and VED exemption. This year's survey was conducted by Turquoise Thinking and garnered an impressive 19,943 responses from owners, enthusiasts, the trade, clubs, and representatives from the wider UK public, with the results announced at the FBHVC AGM on October 18.

The survey confirmed that the sector is worth £7.3 billion to the UK economy, which is up from £7.2 billion in 2020 and shows continued stability despite the nation's challenging economic circumstances.

Using DVLA data, the research ascertained there are now 1,934,178 historic vehicles on the road – that's vehicles in the historic tax category, thus those over 40 years old. The Federation's own definition of historic is 30 years and older, but DVLA data cannot cater for this. It's a figure that's up from 1,538,927 in 2020, so a considerable rise, if not quite breaking the 2 million threshold as expected. The estimated number of historic vehicle owners has also increased – it's now 690,777 compared to 683,967 in 2020. The average number they each own is up too, rising to 2.8 from 2.25.

More vehicles being used helps to explains why average annual mileage per historic vehicle is down from 1200 in 2020 to 837 in 2025. They are also used on fewer occasions, being driven 11 times annually compared to 16 five years ago. All told, that means historic vehicles account for only 0.2 per cent of all UK road miles – useful when arguing for things like VED exemption and concessions in emission zones.

GREEN SHOOTS

Such results paint a reassuring picture, but there's a challenge approaching. The research shows that the average age of a historic owner is now up to 66 from 63 five years ago, when the average age of a UK adult stands at 41. Only 13 per cent of owners are under the age of 55. Diversity is also limited, with 94 per cent of owners identifying as white British. "If that pattern continues in the future, there's a question of the long-term sustainability of historic vehicle ownership," said Turquoise's joint managing director, Mark Harvey.

However, arguably the survey's standout figure is the huge number of people – 22.7 million – who regard historic vehicles as an important part of Britian's heritage. That's up from 18.7 previously. A staggering 24.8 million of the adult population believe historic vehicles should be preserved for the future, and 9.7 million would like to own one – that's 18 per cent, compared to nine per cent previously. Equally impressive is the number of young people who are interested in historic vehicles – 33 per cent of under 35s, and more than a quarter would like to own one. The survey shows that income is not necessarily a barrier here – while there are now fewer vehicles under £10,000 (43 per cent compared to 51 per cent in 2020), just under a third of owners earn less than £35,000 per annum.

The survey also shows positive trends in the recruitment and training of apprentices in the industry, and for the first time, it introduced research regarding 'Youngtimer cars' aged between 20 and 30 years old. The survey found that 29 per cent of historic vehicle owners also owned a Youngtimer, and 53 per cent of enthusiasts. "This news suggests we should promote the opportunity to recognise these vehicles and their owners, and the Federation will be implementing an appropriate category of membership in the coming weeks," said FBHVC Chairman, David Whale.

All told, the survey results paint a picture of health, but one that comes with a warning that more must be done to encourage younger people into the sector. "We are delighted at the continued growth and health of the historic vehicle movement and consider it encouraging that the survey demonstrates that under-35s are showing the most interest in historic vehicles and note their enthusiastic participation in the movement," added David. "However, we recognise there is action that needs to be taken to improve diversity in ownership. Owners are becoming older when ideally the trend should be towards the younger." ●

BRITISH
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Turquoise's joint managing director, Mark Harvey, presents the survey results at the FBHVC AGM, held at the British Motor Museum.

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BENTLEY CELEBRATES SEMINAL SALOONS

Bentley has paid homage to milestone anniversaries for three of its most significant four-door saloons by introducing a trio of bespoke Flying Spurs, each built by its Mulliner department in tribute to its past masters.

The 1965 T Series, Bentley's first monocoque sedan, heralded a new era of engineering and design. The example in the Bentley's 50-strong Heritage Collection was the first ever production T Series and has recently been restored to its original Shell Grey exterior finish with a blue leather and Burr Walnut interior. That's been echoed by a bespoke Flying Spur Azure, which features blue leather and an exterior hue remarsteed by Bentley's paint shop from the original 1965 shade.

Forty years on, the 1985 Turbo R combined a turbocharged engine with chassis improvements that triggered Bentley's renaissance as a high-performance marque. Mulliner's 2025 Flying Spur Speed pays homage by wearing the same Brooklands Green shade as Bentley's 1991 heritage example, and features an advanced hybrid powertrain resulting in a massive 782 PS.

Finally, there's the 2005 Continental Flying Spur, which was Bentley's first 200mph sedan and combined W12 power with all-wheel-drive luxury. Its tribute, the Mulliner Flying Spur Speed, is finished in Cypress Green with special green interior accents, which is reckoned to reflect decades of craftsmanship while embracing modern performance and bespoke detail.

JDC TO SHOWCASE ICONIC CARS AT NEC

The Jaguar Drivers' Club (JDC) is gearing up for a standout presence at this year's Lancaster Insurance Classic Motor Show, taking place at Birmingham's NEC from November 7-9. Celebrating the theme of 'best of both worlds,' the club will showcase a remarkable selection of Jaguar competition and road cars, each with its own rich history.

Headlining the display is the legendary 1956 Jaguar D-Type 'Long Nose' (393 RW), one of only 11 ever made. A former Jaguar Works racing team car, it achieved victory at the Reims 12-hour race in June 1956 with Duncan Hamilton and Ivor Bueb behind the wheel. Later that year, Mike Hawthorn and Ivor Bueb drove the D-Type at Le Mans, finishing sixth and setting the fastest lap.

Continuing the racing theme, the club will present the modified Mk1 saloon, BUY 1 – a 1959 competition car engineered under Sir William Lyons and William Heynes. After a successful racing career that included campaigns at Goodwood and ownership by John Coombs, the car was restored by Tony Williams and continues its legacy with his son, Grant Williams. Grant will also bring his newly restored Jaguar Mk2 along – JAG 400 is an ex-competition car tested by Stirling Moss in the 1960s.

On the road car side, the display includes a 1967 Jaguar Mk2 Convertible, a bespoke conversion by Vicarage commissioned by Oasis star, Noel Gallagher. Originally a four-door saloon, it features extended doors, a fully electric hood, and other luxury upgrades. Rounding out the display will be Andy Brookes' 2006 Jaguar XJR X350 saloon, recent winner of the Champion of Champions award at the JDC annual concours.

The JDC stand will be located in Hall 1. For more information, visit jaguardriver.co.uk.

This 1956 Jaguar D-Type 'Long Nose', 393 RW, will be part of the Jaguar Drivers' Club display at the Classic Motor Show.

Grant Williams, pictured with BUY 1.

PRODUCT PICKS

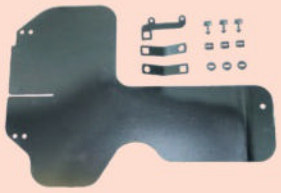
Here's *CCB's* latest hand-picked selection of essential new products for you and your classic car

Classic Pirelli tyre

Owners of '70s cars looking for a tyre in the correct 175/14 size can now take advantage of the Pirelli Cinturato CA67, which has returned to production under the firm's Collezione range. Suitable for cars like the Triumph Stag and MGB V8 as well as scores of Fords, BMWs and Mercedes from the period, it's specifically designed for the lightweight rear-drive cars it would have been fitted to back in period.

How much? £202.80 each
Where from? longstone.com

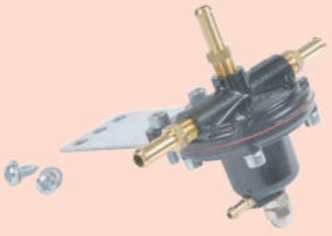
Mini distributor shield



Winter is approaching, and for classic Mini owners, that can mean the elements playing havoc with your ignition system. This new Distributor Shield made from flexible plastic protects the Mini's engine electrics and comes as a complete kit, although parts are also available separately. It's easily fitted, too.

How much? £35.75
Where from? 01707 607700, minispares.com

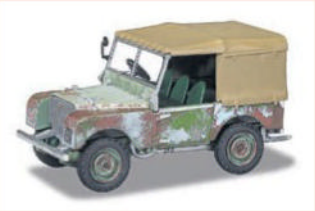
Fuel pressure regulator



Webcon's new fuel pressure regulator will reduce high EFi pressure down to a lower level suitable for use with carburettors. The pressure setting is variable from 1.5psi to around 5psi, plus boost if turbocharged). It comes complete with three 1/8-inch NPT connectors, the mounting bracket and fixings.

How much? £92.21
Where from? 01932 787100, webcon.co.uk

Land Rover model



Expected soon and available to pre-order now, this 1:43-scale Land Rover Series 1 is modelled on one of the 1948 Amsterdam Motor Show cars, which was acquired by JLR Classic in 2017, but with the bodywork left in its patinated state. Only 1000 of these miniature replicas will be made, complete with the correct weathered look.

How much? £37
Where from? uk.corgi.co.uk

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PREVIEW CLASSIC CAR AUCTIONS, NOVEMBER 7–9

Iconic Auctioneers' next live sales will be among the highlights of the Lancaster Insurance Classic Motor Show from November 7-9, with two separate auctions set to take place. The Iconic Sale will take place on the Saturday of the three-day show, and will feature the higher-end collectors' and competition cars, while the Classic Sale on Sunday caters more for the enthusiasts' market. We'll bring you a preview of the Iconic sale next week, but for now, we're focusing on the Classic Sale

Some 185 entries are set to be included, with some intriguing low-mileage entries among them. We'll start with a late 1980 MGB roadster, which has covered just 21,707 miles and is guided at £10,000-£12,000. Elsewhere, you'll a find a 2000 Land Rover Discovery V8 showing a mere 23,278 miles, and several sparingly used Jaguars. These include a 1988 XJ-S V12 Convertible with 35,745 miles that could sell for up to £20,000, a 1970 E-Type Series 2 Coupe estimated at £35,000-£40,000 that's been stored for 52 years and shows just 10,534 miles, and a Mk2 2.4 with 42,183 miles – the latter a potential bargain with its modest £10,000-£12,000 guide. You'll also find a 38,000-mile XK8, but if you fancy getting your hands dirtier, there's a six-strong collection of Jaguar and Daimler projects, too. This comprises a 1970 XJ12 Series 1 that was thought to be a factory manual transmission experimental project, an early XJ-S with chassis number 28, another XJ-S, a further XJ12 and two Daimler Double Six models.

If you like your Fords, you'll be spoilt for choice. Desirable models include a Mk2 Cortina 1600E showing 43,000 miles that's estimated at £14,000-£16,000, and a rare Mk1 Capri 2000 GT XLR, guided at £15,000-£18,000. A wide selection of Mk1 Escorts includes a Mexico and an RS2000 that could sell for as much as £55,000, plus a garage-find Mexico recently featured on Jonny Smith's Late Brake Show. There's a rare Mk2 Mexico, too, while a humbler lot is a 1988 Mk4 Escort 1.6 GL with 5878 miles, which could sell for more than £10,000. Other Blue Ovals, meanwhile, include a Sierra XR4X4 and a Mk1 Transit Dormobile.

Iconic hot hatches could also star, with a rare Renault 5 Gordini Turbo estimated at £9000-£12,000 and not one but two Fiat Uno Turbos – one a superb Mk2 car that could sell for as much as £30,000. Elsewhere, other lots of interest include the first production MGA Twin Cam, a Triumph TR6 formerly owned by Chris Evans, a Lotus Elite prototype and a Jensen Interceptor Convertible. See iconicauctioneers.com for the full catalogue. ●

Now established as a desirable modern classic, this 1998 Mercedes-Benz C43 AMG is said to present in excellent and largely original condition throughout. It shows 71,836 miles, supported by a stamped service book and comprehensive history file, and is guided at £15,000-£20,000.

Joining an earlier Mk1 car in the sale is this 1991 Fiat Uno Turbo i.e. Mk2, which has been restored by a Fiat main dealer to what's described as outstanding condition. It's since been part of a private collection and is expected to change hands for a hefty £25,000-£35,000.

Inspired by our buying guide from page 44? One of only 267 produced, this 1975 Jensen Interceptor Mk3 Convertible shows just under 25,000 miles and comes with a comprehensive history file. It's estimated at £28,000-£32,000.

Described as an older restoration that remains show ready, this 1974 Škoda 110 LS was imported from the Czech Republic and restored just over a decade ago. It's covered just 4000 miles since and is guided at £9000-£11,000, but ultimately is offered with no reserve.

Wearing chassis number 0001A, this 1972 Lotus Elite is first-ever prototype for the model, a confirmed factory 'pilot build' development car used by the likes of Colin Chapman and Oliver Winterbottom. Now rediscovered after nearly 40 years, it's a rolling restoration project that's guided at £15,000-£20,000.

There's a wide choice of classic Fords in the sale, including one for the dedicated restorers in the shape of this garage-find 1973 Mk1 Escort Mexico. Recently featured on Jonny Smith's Late Brake Show, it's been in storage for around 40 years and is guided at £10,000-£15,000.

A time-warp example, this 1980 MGB roadster is a very late car that has resided in just two households from new. The Vermillion example has only covered 21,707 miles and is very original, with even the spare key still attached to the bulkhead. It's estimated at £10,000-£12,000.

This 1970 Jaguar E-Type Series 2 Coupe surely represents a unique opportunity. It's been carefully stored for 52 years since 1973 and has only covered 10,534 miles from new. Although a degree of recommissioning will be needed, it keeps its private plate and is guided at £35,000-£40,000.

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REVIEW

HOBBS PARKER, OCTOBER 15–16

Hobbs Parker closed out its 2025 calendar of classic car auctions in successful fashion with a busy autumn sale on October 15-16. An impressive 143 lots found new homes, ranging from pre-war vehicles to modern classics.

One of the main headliners was a 1964 230SL that had been treated to over £70,000-worth of restoration work, which therefore looked something of a bargain when it sold for £46,200. And staying with the prestige ethos, a 1995 Continental R was one of several Bentleys in the sale and changed hands for £19,580.

Other top performers included a 'Bugeye' Subaru Impreza WRX-STi Prodrive from 2002, which had covered only 55,000 miles and sold for an impressive £28,160. Perhaps even more remarkable, meanwhile, was a 1982 E28-generation BMW 528i Automatic that had been laid up since 2005 and had only covered 17.000 miles, which went on to sell for £19,580 having been offered with no reserve.

Fans of American muscle were well catered-for, too. Entries included a 1966 V8 Mustang that was just £200 shy of its lower estimate at £19,800, while an intriguing 1934 Flathead V8 Roadster, unusual in being right-hand drive, went even better and changed hands for £32,120. It wasn't all about Stateside Fords though; a lovely one-owner Mk1 Escort van from 1969, thought to be a Ford experimental vehicle, beat its £18,000 to settle on £19,800 – matching the Mustang. In addition, a 1953 Zephyr Six Mk1 was sold for £8140.

More traditional entries included a 1966 Morris Minor Traveller that was previously sold by Minor specialist Charles Ware, which sold for a very healthy £15,180. Offering a sportier vibe, meanwhile, was an MG Midget 1500 from 1980 that had been converted into a full Sebring-style restomod and was sold for £15,400. Another modified Octagon to find a new home was a 1964 B roadster that had been treated to a V8 engine transplant, achieving a sale price of £9020.

Projects were also in abundance, including a 1969 BMW 2000 CS that was snapped up for £3300, a Rover P6 for just £440 and a Reliant Scimitar GTE SE5 that was definitely one for the bravest restorers, changing hands for a mere £385. That wasn't the cheapest car though – a 1961 Wolseley 1500 was bought for a mere £165, and just £275 was enough for a 1959 Morris Minor. For details of future sales, see hobbsparker.co.uk. ●

We rather liked the look of this yellow Sunbeam Rapier H120, which was being sold by a marque enthusiast disbanding his collection. The 1973 example looked smart in yellow with its original Rostyle wheels, and showed 64,500 miles. At £5280, it was surely a shrewd purchase.

France's answer to the Sierra Cosworth and now extremely rare, this 1989 Renault 21 Turbo looked to be very original throughout, despite its 155,000 miles. It boasted a black leather interior to complement its metallic grey exterior, and changed hands for £4840.

A bereavement sale, this 1964 Mercedes 230SL had been with its owner since 1984 and had been treated to £70,000-worth of restoration work since 2018. It couldn't quite meet its estimate but still changed hands for £46,200.

This 1977 VW Beetle 1303 Convertible was subject to nearly £20,000-worth of mechanical and body restoration at VW specialist in 2022, with a further £3000 spent on the interior. It went on to change hands at the upper end of its guide for £9338.

Featuring a very high bespoke specification including air-conditioning, this 1982 BMW 528i was ordered new by a gentleman who worked for the Kuwait Embassy, and had covered just 17,000 miles. It was last MoT'd in 2005 and was offered with no reserve, but sold for a remarkable £19,580.

A real stand-out was this 1969 Ford Escort Mk1 van, which had been in the same family since new and had several features that marked it out as a Ford experimental vehicle, such as the suspension set-up from a Twin Cam. It beat its upper estimate to sell for £19,800.

One of several Morris Minors in the sale, this 1966 Traveller had previously been sold by specialist Charles Ware, which fitted a new midnight blue interior. It was said to boast excellent woodwork and easily beat its £8000-£10,000 to sell for an impressive £15,180.

Previously a standard car with overdrive, this MG Midget 1500 was recently converted into a full Sebring-style restomod, with the body kit bonded to the structure and the car then professionally painted and retrimmed. It sold for an impressive £15,400.

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INTO THE '90s

The coupé market enjoyed a resurgence at the end of the 1980s, and these three models were at the heart of it. We look at their changing values

Recent softening

VAUXHALL CALIBRA (1989-1998)

With a drag co-efficient of just 0.26, the Vauxhall Calibra held the record of being the world's most aerodynamic production car for over 10 years, until it was knocked off its perch by the Audi A2 and Honda Insight in 1999.

Pub quiz facts aside, though, the Calibra was also extremely pretty. Based on the running gear of the Cavalier, it was styled by legendary GM designer Wayne Cherry and was brilliantly well-received, injecting new life into the coupé market at a time it was rapidly retracting.

While it may have looked exotic, under the skin it wasn't so. Indeed, it was standard Vauxhall Cavalier fare – not that that's a bad thing, as it meant the Calibra was tremendously reliable and also simplicity itself to maintain, facets that are still true to it today.

The 2.0-litre 8-valve models were hardly fire-breathers, but the 2.0 16-valve featured Vauxhall's famous 'red top' engine, while there was also a turbo model that was lunacy itself, along with a lesser-spotted and actively sought-after 4x4, and an ultra-rare DTM edition inspired by the Opel Calibra racing car in the German touring car series. If either of those was too much, the 2.5-litre V6 Calibra (from 1993) was a much more refined cruiser.

Pub quiz fact number two - the last three years' worth of production was carried out by Valmet in Finland after the Rüsselsheim production line was given over to the Vectra B – it's the only time in history that a Vauxhall has been built on the same production site as a Porsche, as Valmet also built the Boxster.

Calibra values are edging up these days, but it still remains the most accessible of the three cars here, lacking the cult following of both Volkswagen and Toyota. You'll still get a 2.0 8-valve for under £2000 in reasonable order. The 16-valve is nicer to drive, but commands double the value as a result.

Prices have definitely edged back in the past year or so, as in 2023 we saw a few 16-valve and V6 models sell for £6000-£8000, whereas £4000-£6000 seems to be the norm today. Turbos and 4x4s are worth a lot more – a Turbo 4x4 sold at CCA in Birmingham last year for £13,350, while a DTM model was sold late last year by Manor Park Classics for £10,695.

VOLKSWAGEN CORRADO (1988-1998)

Volkswagen's overlapping replacement for the long-lived Scirocco was the Corrado – a car based on the platform of the Mk 2 Golf, but constructed by Karmann. It was an incredibly handsome car, and one that was an instant success with buyers despite the entry-level 1.8-litre 16-valve model being mechanically no different to a Golf – though it did handle beautifully and felt terrifically well-made.

More entertaining was the 158bhp G60, which bolted a supercharger onto a 1.8-litre 8-valve engine to give it a much greater sense of drama, while in 1991 the 2.9-litre VR6 was introduced, with 187bhp delivered in a much more sophisticated manner. Meanwhile, the 16-valve 1.8-litre unit was upped to 2.0-litres, and a lower cost 2.0-litre 8-valve unit was introduced in 1993. For the UK market only, VW introduced the Corrado VR6 Storm as a well-equipped run-out model, with only 500 produced.

Today, all Corrados are collectible, even less powerful models, so don't expect to pick up anything nice for less than £2000. After all, you have to factor in VW 'scene tax' on top of the purchase price. A lot of Corrados were modified in the '90s and 2000s, but these cars are often worth considerably less than those that are standard, or at least close to how they left the factory.

The 1.8s and later 2.0 8-valvers are the cheaper models, as you'd expect – around £5000 will get you a really good one, though a very smart, unspoilt example sold at Mathewsons in September 2024 for £7525, driven by its originality.

Slight value drop

VR6s are more common than G60s, but they tend to track fairly evenly in terms of what they sell for – the highest price we've seen in the past 12 months was £13,156 for an immaculate VR6 sold by Historics in Farnborough last May, though more commonly, nice cars have been achieving in the £9000-£10,000 ballpark for both VR6 and G60 variants.

This is a slight softening in values compared with 2023, when two VR6s sold for over £15,000 at auction – but this is more likely due to economic factors as opposed to any drop in interest from enthusiasts. They'll bounce back, so now is a good time to buy.

TOYOTA CELICA T180 (1989-1993)

Toyota's second front-wheel-drive Celica made its debut in 1989 to replace the iconic 1986 model, which had found fame (albeit in 4WD form) in world rallying. The new 'T180' Celica took on Toyota's new 'Super Round' family styling, with a bulbous roof and narrow, curvaceous wings. It was also the last Celica to feature pop-up headlamps.

Just two models were offered in the UK: the 158bhp 2.0 GT and the GT-Four that used a a tweaked version of the 3S-GTE turbo engine rated at 201bhp. During its four-year life, the Celica was facelifted once in 1992, where it received a new front bumper and uprated equipment levels. There was a limited-edition GT-Four Carlos Sainz to celebrate the Spaniard's success in the World Rally Championship, which had a different intercooler and other small tweaks.

Cast the 4WD models aside, and the less hardcore Celicas are still very affordable, with rough examples of the T180 starting at around £1000, good ones at around £3000 and the top-dollar examples still under the £6000 mark – but they have been edging upwards in recent times as the GT-Fours become more inaccessible. That said, a lovely 1990 example was sold at auction by Manor Park Classics in September for a very reasonable £4120.

For a GT-Four, you're looking at a starting price of around £5000 for something useable, but nice cars tend to be around £10,000. Really special ones command very good money – a Carlos Sainz edition from 1992 achieved £18,900 at CCA Silverstone in August, but that's pretty much top dollar. ●

GT-Four highly prized

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READY TO RESTORE?

Over the next 12 pages, we share considerations, advice and inspiration to stand you in good stead before starting a classic car restoration project.

"If you're making money out of restoring classic cars then you're not doing it right," says car collector extraordinaire Jay Leno in one of his Jay's Garage episodes, and it's a sentiment you'll hear paraphrased all over the classic car world.

To put it simply, taking a rusty wreck and turning it into a shiny, useable car takes much more than skill and the right tools: it takes enormous quantities of hard work and time. If you're doing it commercially then it's a cost you'll have to pass on, but if you're doing it yourself, beavering away in a shed or garage and learning as you go, then there are huge cost savings to be had.

Just like TV's Grand Designs though, it's probably wise to double the budget and the timescale for your first restoration project. Although living in a caravan in the garden is strictly an optional choice unless it all goes seriously wrong…

To help you prepare for a first full restoration project, we've raided the archives for some inspiration and asked the experts for their suggestions on the basic kit and skills you'll need.

17 **RESTORATION FAQ** The soul-searching questions you need to ask yourself before you get stuck in

21 **TOP 10 TOOLS** The important pieces of equipment you'll need to have to hand

24 **WELDING BASICS** Sooner or later, you'll need to join some metal, so here's what's involved in getting started in welding

28 **INSPIRATION** The DIY restorations which have inspired us, from a Marina revamp to an aluminium-bodied Spitfire

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ARE YOU READY TO RESTORE?

If you're keen to embark upon a restoration, then answer the following 10 questions to see if you're ready for the challenge

The addictive chase of finding a project car rarely accounts for the reality of spending countless evenings and weekends trying to dismantle or assemble the remains of what was once a working vehicle. If you've dreamed of undertaking a restoration, but wondered whether it's for you, then hopefully the following 10 soul-searching questions will help you decide. They're not as cheesy as you may imagine and are intended to make you think about the level of commitment that's required to see it through.

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There's more to welding than switching on the gas for a MIG and pointing the nozzle in the correct direction. Get it wrong and your weld can not only look like bird mess, but the heat generated can warp surrounding panels. Even worse than that, if you are replacing structural sections of a vehicle's bodywork, such as a sill or chassis leg, then the results can be catastrophic if the alignment isn't maintained. For example, doors that won't close, or tracking which is out.

Whilst it's entirely feasible to learn how to weld, can you really become as proficient as someone who does this for their day job? Sometimes it pays to ask the pros to do it for you, especially if you have a local mobile welder.

2. SHOULD I RESPRAY INSIDE MY GARAGE?

We all know the health and safety rules surrounding spray painting inside a garage that isn't properly ventilated, but there are more points to consider, such as the quality of finish due to your level of skill and equipment. Whilst we would always advise to use a professional spray booth with the right equipment to extract paint fumes, we would also recommend liaising with a bodyshop to see if they will allow you to complete the preparation work and perhaps get involved as much as possible. Remember however, there's a high level of skill involved from preparing bodywork for a respray to applying the paint. You get what you pay for.

3. HOW FAR IS TOO FAR GONE WITH A ROTTEN BODYSHELL?

In theory, anything can be restored, even if all that's left intact is a bulkhead and VIN plate, but if you consider time, money and your sanity, do you really want to be investing too much cash and years of your life into resurrecting a rotten bodyshell? It's a difficult question to answer, but often best tackled by listing the typical panels that will need to be replaced (sills, door skins, floors) and their prices, then deciding on a cut-off point where you need to bail out and either abandon or sell the project. You may decide that new wings, doors, sills and floors are a worthwhile investment, but make that decision before you start.

4. HAVE YOU SPOKEN TO ANYONE WHO'S RESTORED ONE OF THESE CARS?

Forums, clubs and shows will hopefully track down like-minded people who have restored or at least worked on the same car, so they should be able to provide you with a realistic opinion as to whether your restoration project is worthwhile. Traditional clubs in particular are a very good resource for advice and honest opinions. Other owners should be able to let you know the major problems that are bound to arise, the parts that will need replacing or rebuilding and the specialists and suppliers to use. A restoration is nearly always a major undertaking, so research is essential before you start.

5. WHAT HAPPENS IF I RUN OUT OF MONEY?

This is never so straightforward to answer because funds can always be generated in the future, which is why so many projects are often put on hold for a year or more. Perhaps it's easier to answer this question by setting yourself a budget and bailing out if you reach it. Then a new dilemma arises, because the value of the finished car will always be so much more than an abandoned half-finished project, even if it's supposedly 95 per cent complete which the adverts so often claim they are.

Setting a budget only works if you do this at the start, then look into the cost of all the parts and tasks needed and see if it adds up. If it doesn't, either be prepared to spend more cash, or face the reality that it's not worth doing.

6. ARE THERE ANY TOOLS THAT WILL SAVE ME TIME AND MY SANITY?

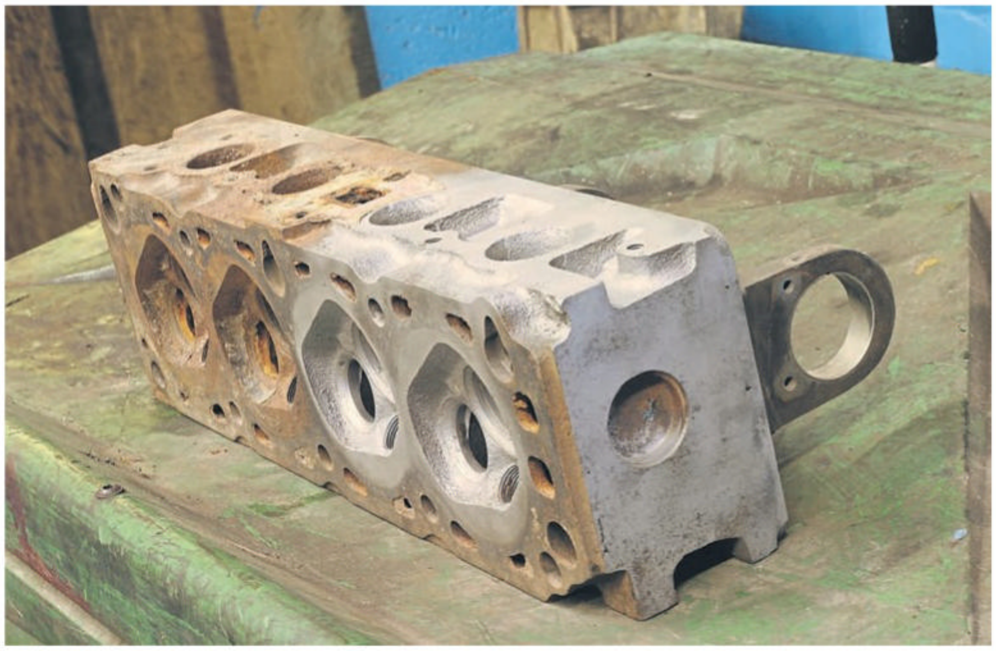
Power tools will certainly save time undoing nuts and bolts, although it's not all about brute force and ignorance, so starting with ratchets and breaker bars will help to avoid sheared fastenings. And don't forget to soak them in penetrating fluid first.

A blowtorch, angle grinder with cutting disc and a selection of hammers can all come in useful for undoing and removing components, but it also helps to know how to use them and in which order. When it comes to cleaning components, chemical solutions can help, but also a wire wheel attached to an angle grinder, along with scrapers and wire brushes can be effective. A wire wheel attached to an angle grinder will remove rust and underseal from the underside of a floor in a fraction of the time when compared with a handheld wire brush.

7. ARE THERE ANY OBSOLETE PARTS?

You probably won't know all of the parts you will need for a restoration, but at the very least, find out from specialists, sellers and clubs which parts are no longer available. This may include new-old stock, remanufactured parts, reconditioned parts and if any of these are not available, good-condition used parts.

Shortly after both Covid and Brexit, we saw supply problems where a number of parts seemingly disappeared or became very expensive. Take an original-looking battery with square posts instead of round for instance. This will currently cost nearly £200, whereas a round-post battery is well below half this amount.



8. REBUILD OR RENEW?

Sometimes it's a personal choice of whether you wish to keep as much of a car as original as possible, or simply fit new parts. Other times, you may be forced down a particular route, based on what's available.

There are many cost and time implications for fitting new parts versus reconditioning old items. Overhauling a brake calliper for instance, is generally going to be cheaper with a seal kit instead of buying an exchange reconditioned unit, but you'll need to invest the time into overhauling it.

Finding the specialists who can rebuild or make components can become part of the challenge of a restoration. Most major towns and cities have a wide range of experts who can rebuild radiators, recondition anything with gears and sort out dodgy electrics inside a fusebox.

9. HAVE I GOT THE SPACE?

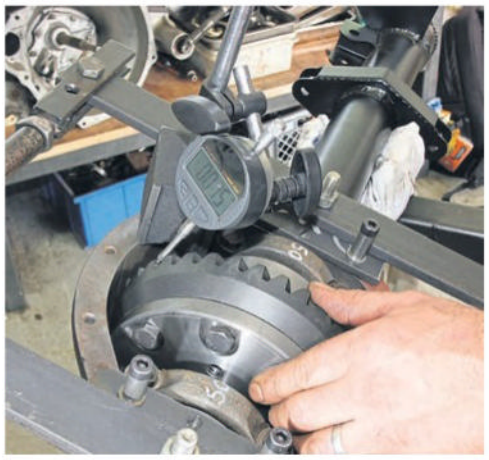
A restoration ideally needs three times the space the complete car occupies. Few of us have an empty double garage, but we probably have space inside a garage for one car and lots of other locations to store parts. Consequently, decide upon some method of storing all these parts and remembering where they are. Plastic boxes and labels are a good starting point, but you may want to go further with cataloguing the parts, especially if a restoration is going to take several years. And it may help to take photos before the restoration begins to note where everything should be fitted. It sounds trivial when you're looking at a complete car, but if you don't have any reference material when you're faced with an empty engine bay, mistakes will be made.

And don't forget... by the time you come to reassemble the finished car, that part you lost in the shed might well be super rare.

10. ARE THERE ANY SPECIALIST TOOLS THAT I SHOULD BUY?

Our list of essential workshop kit elsewhere in this issue will tell you what to start off with, but at the very least, invest in a torque wrench to ensure safety-critical components are correctly tightened. Pullers can help to extract anything from a pulley to a halfshaft. A dial gauge helps to measure run-out of brake discs or tolerances when reassembling a diff.

Knowledge is just as important as tools, so find out how particular components should be assembled in the correct order to avoid problems when you've completed a restoration. Don't assume that an engine can be simply bolted together and it will run – bearing caps, big ends and head bolts all need to be tightened to specific torque figures. ●



AFTERWARDS

Should you commit to a restoration and see it through, then the next stage is to consider what to do with the finished vehicle. Selling it probably won't recover all the expense of the restoration. Using it sparingly helps to keep the rust away, but that can become increasingly restrictive, often resulting in a few trips to car shows and the MoT testing station each year. Our advice is to question why you're embarking on the restoration before you dive in: is it for the satisfaction, because you've always wanted one or because the car itself has sentimental value?

A wise man once pointed out that if you're making money restoring classic cars then you're not doing it right... so don't jump into it as a money-spinner.

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TOP 10 RESTORATION TOOLS

You might think you're well equipped, but have you got the kit to tackle a major restoration? We list 10 favourites to kick off with

MIG WELDER

Rust is inevitable with restoring any old car, so needing to weld is just as predictable, even if it's just minor repairs rather than full blown bodywork. We recommend investing in a MIG welder that uses a gas cylinder instead of the so-called gasless welders that use self-shielding MIG wire because they can weld steel that's thinner than 1.2 mm and don't need quite so much ventilation.

Check the amp rating of the welder; 90 amps is usually suitable for sheet metal up to 2 mm thick. Check also whether it can be plugged into a standard 13-amp domestic three-pin socket in your garage or workshop. You may need to uprate the supply to 32 amps and use a round blue plug which would mean calling on an electrician.

Clarke weld
MIG 135TE
TURBO

AXLE STANDS

When it comes to supporting heavy objects, axle stands will often help, whether it's supporting a transmission, the corner of a vehicle – or even an axle. If you need to raise the vehicle on axle stands to work underneath it, there's a range of tall axle stands that can help – but make sure you have some means of raising the vehicle to such a height, such as a large trolley jack.

Most axle stands consist of three legs with a height-adjustable central tube and a steel pin to lock it in position. If you are working on a soft surface, such as tarmac, the legs can dig into it, so you may want to buy axle stands with a flat bottom.

HAMMERS

One of the more obvious tools, but worth mentioning because one hammer cannot cover every job of hitting something. Soft-faced hammers reduce the risk of marking whatever you hit. Small and medium-sized hammers help to control the amount of force applied, whereas a lump hammer can feel out of control when you take a swing with it, but may be essential to remove an old brake disc or separate a seized ball joint. And there are even more to mention if you get involved in bodywork repairs where a range of hammers and dollies are needed to shape panels and remove uneven lumps and dents.

It's highly probable that most people have a box full of old hammers of varying sizes and none of them can be thrown away, so adding to them to ensure a wide range of jobs is catered for is our best advice.

TILTERS, LIFTS AND JIGS

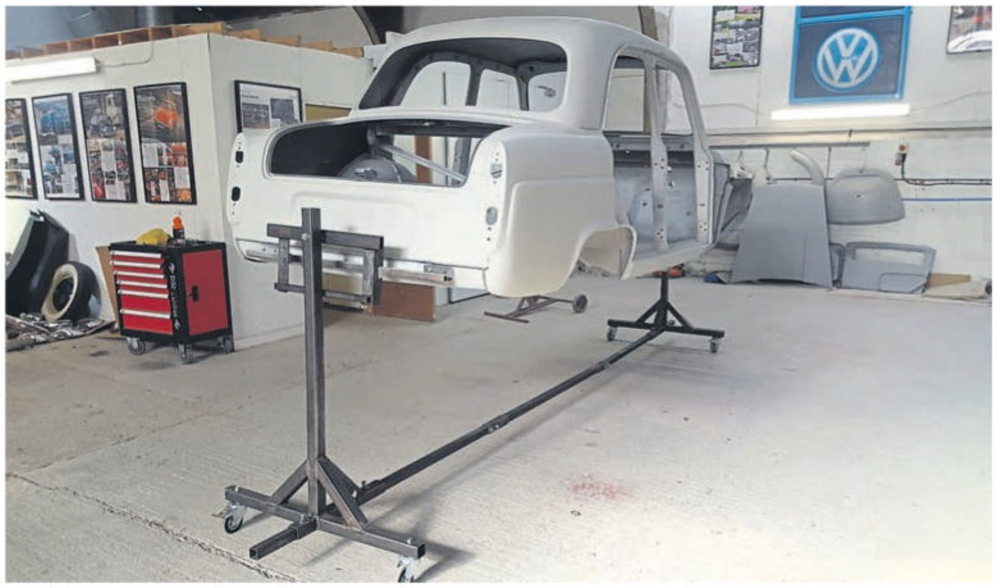
Heavy-duty lifting equipment can not only save hours of lying on your back, but can also help to ensure a restoration is completed correctly, especially concerning panel alignment. Space is often the limiting factor, so many of us cannot accommodate a two-post ramp for instance, although a single-post ramp may work, unless you have height restrictions.

A jig in which to secure a bodyshell and enable it to be worked on from all angles is one of the most desirable pieces of equipment. British manufacturers such as Rollover Jigs sell this equipment for specific vehicles and whilst prices start at around £240, budget for around double this amount once you've added optional extras such as castors and having the rollover jig supplied ready built rather than as a weld-together kit.

ANGLE GRINDER

One of the most versatile and time-saving tools we can recommend. Equipped with a range of attachments such as a wire wheel, cutting disc, grinding disc or flap wheel, it can be used to speedily remove rust, cut out rotten metalwork, prepare surfaces for welding and remove high spots afterwards. Entry-level mains-powered angle grinders from around £25 can be quite aggressive and take some practice to get used to, whereas more expensive ones are more controllable. Battery-operated angle grinders are also becoming affordable at around £100.

For general jobs, stick to an angle grinder with a 4.5 inch-diameter disc, but if you need to cut through large sections of bodywork, uprate to a larger tool that takes a 9 inch-diameter disc.



ENGINE CRANE AND STAND

It's inevitable that during a major restoration, the engine will need to be removed and even if you don't intend to strip and rebuild it yourself, it will need to be safely stored aside and some of its ancillaries removed and refitted. Consequently, we recommend investing in an engine crane and an engine stand. Budget for around £200 or more for an engine crane, but you may want to consider hiring one instead to save on the space for storing it and the fact that it probably won't be used on more than a couple of occasions. As for an engine stand, these are much cheaper at around £100 and may need to be used for several months.

SAFETY EQUIPMENT

Don't cut corners on goggles, masks, gloves, ear plugs and anything else that helps to protect your body when restoring a car. An angle grinding spark, for instance, can put you out of action for several weeks should you forget to wear safety goggles. And some problems can take months to emerge, such as skin irritation from chemicals.

The various elements of safety extend from simply protecting yourself. When welding for example, make sure you have a fire extinguisher to hand and, if necessary, ask someone to watch in case a fire erupts. Similarly, if you are using an angle grinder on metalwork, protect glass and upholstery with sheets of cardboard and thick non-flammable covers to prevent damage from the sparks.

RESCUE REMEDIES

It's inevitable that a restoration will involve seized nuts and bolts, and some of them will shear or round off, so it helps to have a few tools and techniques ready to get you out of trouble. From a preventative point of view, penetrating fluid should be applied and always manually undo fastenings to help feel if they are about to shear. Heating up a seized fitting can help to release it (and sometimes, rapidly cooling it down), so at the very least, invest in a blowtorch.

Tools such as nut grippers (a range of sockets that dig into a rounded-off nut or bolt to help undo it) and nut splitters can help with rounded-off fittings, along with a pack of cutting discs for an angle grinder.

CLEANING EQUIPMENT

An assortment of wire brushes, scrapers and cleaning solutions is a good starting point to prepare yourself for what lies ahead once a restoration has begun and the vehicle has been dismantled. A dedicated parts wash can help to keep the dirty aspects of a restoration separate from the rest of the work, although such equipment does take up space and may not be needed again, so a large tray may be just as good.

Some cleaning jobs may be best left to the specialists, especially if their equipment can get better results, although it's usually a more expensive option. Whether it's cleaning an engine block yourself or asking your local machine shop to use their industrial-sized parts washer, or having a chassis or bodyshell media-blasted instead of scraping away at it for several days, only you can decide whether it's worth the extra cost.

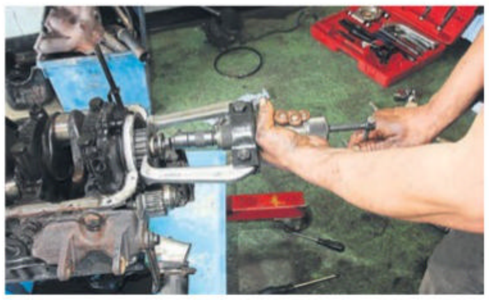
EXTRA FORCE

The chances of a nut, bolt or similar fastening being seized is highly likely during the dismantling stage of a restoration, but the solution isn't to simply get a bigger hammer and a breaker bar, but to know which tools will successfully undo the fitting without breaking it or doing more damage.

A breaker bar may be the answer, and perhaps a long pole attached to it.

A selection of pry bars can help with levering a part off, or a dedicated puller can help to avoid damaging the part, such as a pulley.

Shock tactics often help to loosen a fitting, whether it's hitting a socket over a nut or bolt, hitting it directly or using an impact driver. ●



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WELDING: GETTING STARTED

If you're restoring an old car, sooner or later you'll need something welding. Is it an easy DIY prospect? Here are the basics of what's involved

These days, MIG (Metal Inert Gas) and TIG (Tungsten Inert Gas) welding are the most commonly used in classic car restoration, with MIG being the more common DIY setup.

MIG is best for structural work such as repairing/renewing underbody chassis members, floorpans, sills and so on, where you're generally dealing with thicker-grade steel, and strength is most important. TIG is a softer and more controllable weld, and as such it's best used for cosmetic work such as letting repair sections into rusty outer panels.

The good news though, is that TIG and MIG welders are now cheaper in real terms than they've ever been and even an entry-level machine will, if used correctly, join metal every bit as well as one costing five or six times that, but probably wouldn't last so long in daily professional use.

A good quality welding mask is essential and many professionals prefer the non light-sensitive type.

SETTING UP

As well as your welding machine, you'll need somewhere to work – make sure the entire area is clear of anything flammable, and if you're working under the car (not recommended until you've practised a bit) make sure the car's properly supported and you've plenty of room to move about.

You also need a welding helmet of course, since the welding flame is too bright to look at with the naked eye.

MIG BASICS

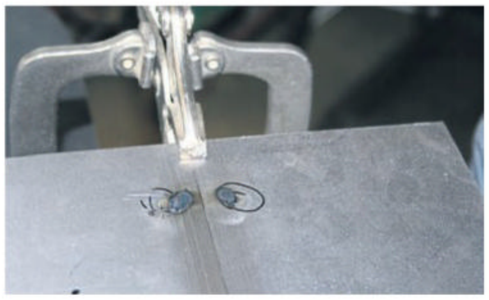
Experts will agree that the key to successful MIG welding is setting the machine up correctly. There are two variables, Amperage – the thicker the metal, the more power you need to penetrate correctly – and wire speed. The correct wire speed varies according to amperage; too fast and the torch will be pushed away as your welding doesn't consume it all. If you set it too slow you will get 'burnback' into the torch and blow holes in the material being joined due to lack of welding wire.

On some welders the two will be pre-determined – in other words varying the amperage will result in the wire speed being adjusted to suit automatically. This may sound great, and it makes life a bit easier when you start, but in truth it doesn't take that long to master manual setup, and once you're there, being able to vary it slightly yourself can be useful. Set the amps rating first – the correct one comes with experience and then the wire flow-rate to suit.

The other important thing is that the pieces being joined are clean and rust-free. You can't weld through paint, and you can't weld rust to metal! Therefore, before joining anything to or on the car, you need to ensure it's solid and paint/rust free.

When joining metal using MIG, because you're introducing new material (the welding wire) into the join you need to leave a small gap between the pieces being joined so that the weld can get in and do its work. Most MIG welded joints tend not to be of the butt-type anyway, so this is usually fairly easy to arrange, and if the weld flows in between the two surfaces the join will be far stronger than if it's simply along the actual edge of the join.

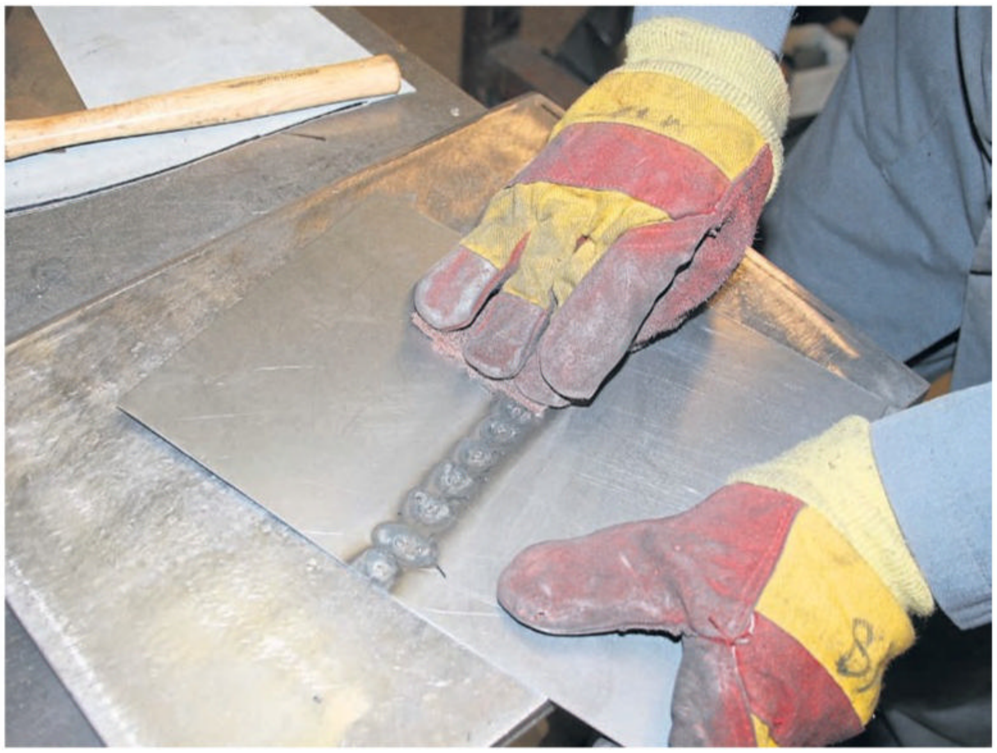
When it comes to actually making the weld, it's a case of 'steady as she goes'. You need to practice forming a weld bead and moving along at the right rate for you, but bear in mind that the slower you move the more heat will build up and the greater the distortion. Start by making small tack-welds along the join, starting at one end and them moving to the other. Don't tack both ends first and then 'fill in'; that way the heat distortion will have nowhere to go other than up, and it will be very difficult to get the join flat again...



The key difference with TIG welding is that it relies on melting the existing metal to form the joint; no extra material is introduced. You therefore start by heating the metal each side of the join, so that the metal's forced together at the join.

Entry-level TIG welding machine. A cheap machine like this may be basic in terms of spec and won't last as long as a professional-quality one, but in the right hands it will produce welds every bit as good.

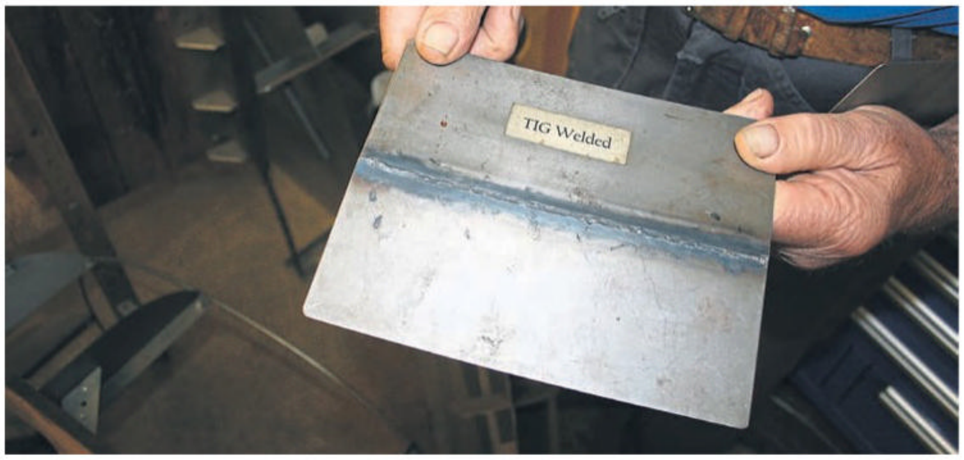
Professional-quality MIG welder. As well as longer service life, machines like this can be used continuously for longer; important in a trade environment where time waiting for the welder to cool down is time lost.



Start by tack welding to hold the pieces being joined together. Then join the tacks to form a continuous bead that holds the two sheets together.

TIG

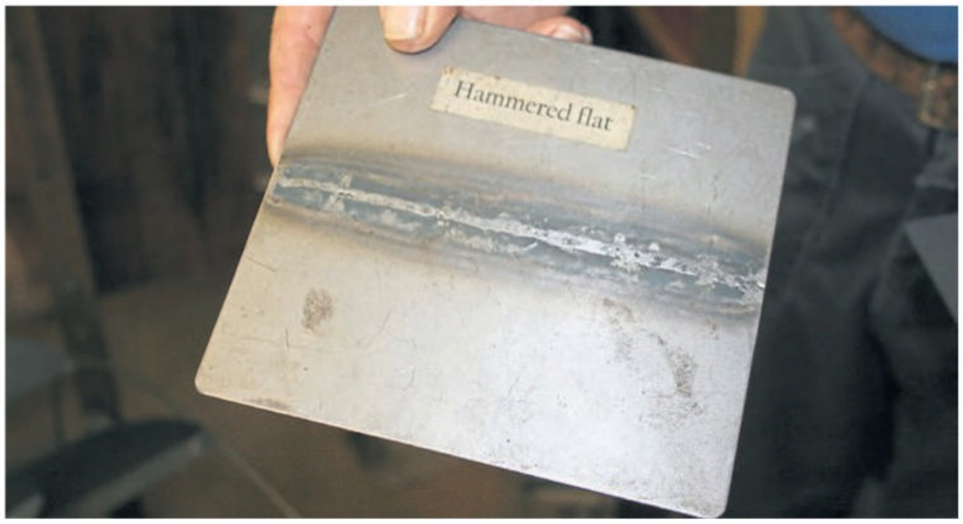
The key difference between MIG and TIG is that the latter does not introduce any extra material into the join – there's no welding wire, and the join is formed entirely by melting the edges of the pieces being joined sufficiently for them to flow into each other, forming one piece. Then, because the join is comprised entirely of material that was there from the start, it can be planished into a smooth finish. The gas isn't actually part of the process either – it's to surround the area being welded and thus control the welding process.



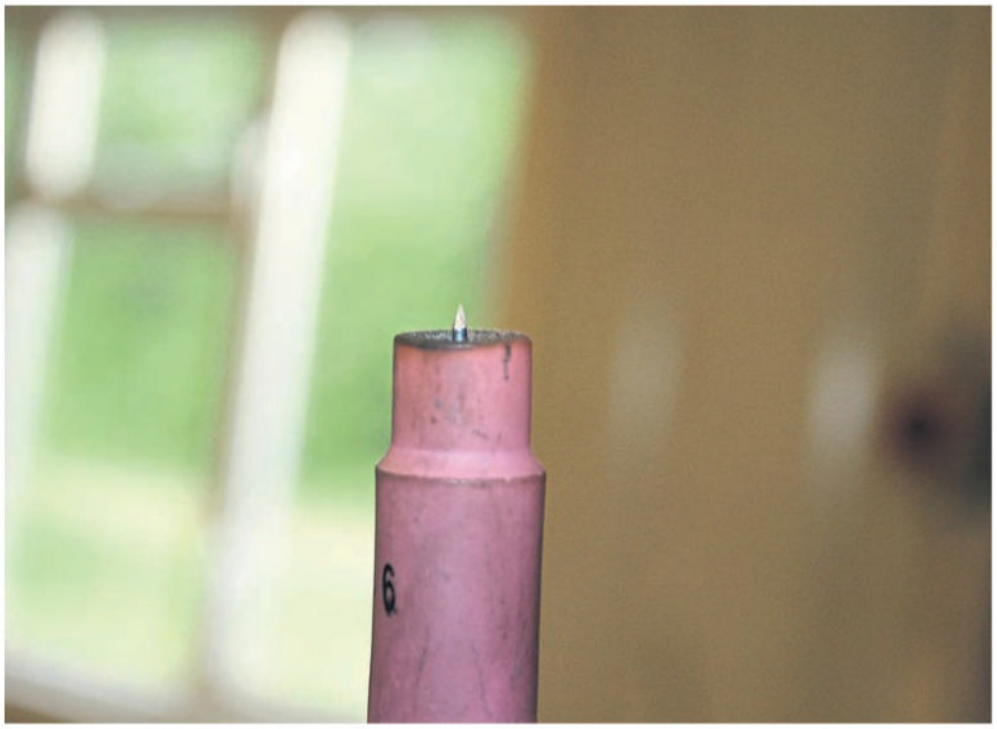
Completed TIG weld. As you can see, the metal's wider at the join, however because no new metal has come in, this can all be flattened back into the sheet.

This is the way most of us will have to do it; using the time-honoured hammer and dolly technique.

If, though, access permits and you have such a device, a wheeling machine makes easy work of flattening TIG welds



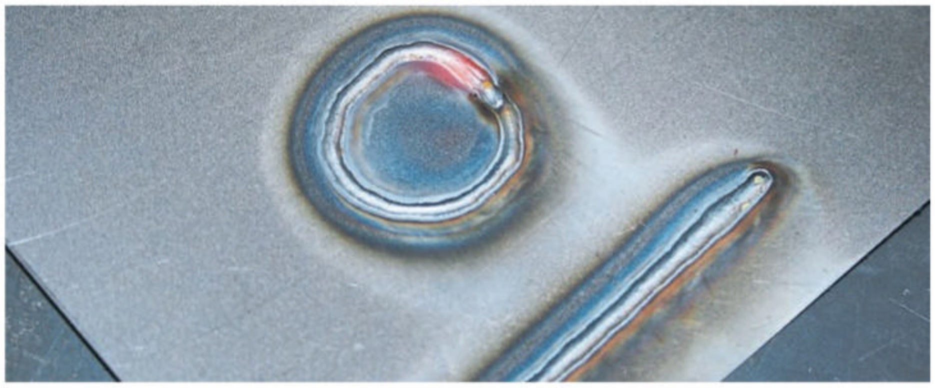
Flattened TIG welds. As we say, this will take a little while. Avoid flatting a TIG weld by grinding as you'll then have less metal than you started out with!



MIG and TIG welding 'nozzles' both need regular maintenance. With MIG it's a case of removing clag so the wire can flow cleanly. On TIG welders the Tungsten tip needs resharpening every so often.

PRACTICE MAKES PERFECT

The important knack is to control the weld correctly, and the best way to practice this is by forming a weld 'bead' on a piece of scrap sheet steel without actually joining anything. There are a number of exercises you can perform to help you master the correct level of control. First, form a straight line with a smooth clean and consistent weld bead. Then try a circle. When you can 'write' your name in weld bead, you're ready to start joining metal.



MIG welding practice. Once you can form neat continuous and properly penetrating weld patterns like this on sheet metal you are ready to move on to joining metal. Writing your name in weld is the ultimate demonstration of your skill here.

SAFETY

- Always wear fire-resistant gloves when welding, and cover your arms. Be aware too that some types of man-made fibre can melt if splattered with weld and attach themselves to your skin.
- Ensure the area to be worked on is totally clear of flammable material – petrol tanks, fuel lines, interior trim and so on.
- Don't carry out any welding work without an assistant to 'fire watch' and whom you can call on to assist in an emergency.
- Get yourself comfortable before you start, and 'dry-run' the entire weld before doing it for real, to ensure you can reach everything that you need to.

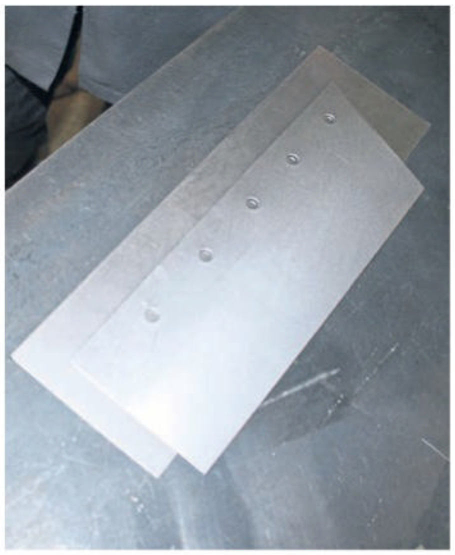
COMMON ERRORS

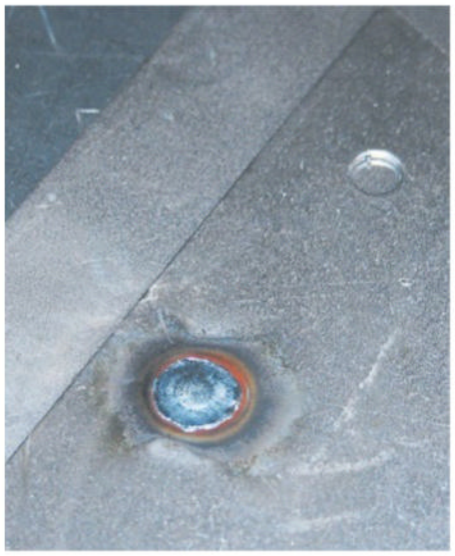
The most common mistakes made by beginners are holding the torch too far from the join – this will result in an orange-coloured flame, poor penetration of the join and a brown 'edge' to the join. An orange flame can also be a symptom of another common fault – too little gas – though here it will be accompanied by sparks and a flame that's generally hard to control. Longer-term this will also damage the ceramic surround of the tungsten welding tip.

PLUG WELDING

Where an original joint was made by spot-welding but access or metal age means this can't be done again, plug-welding is the usual solution. The technique broadly involves lapping the two pieces to be joined together in the same way as you would for a spot-weld but then drilling a hole through the top piece. You then weld into this hole using a MIG welder so that the weld flows through, between the two sheets and also forms a circular section of weld within the drilled hole. This forms a joint that looks like a spot-weld once painted, although it's not as strong and so many experts will suggest using twice as many plug welds as spot welds.

Plug-weld in sequence along the line so that any distortion goes to the end rather than being trapped between welds, and allow each 'plug' a minute or so to cool before moving to the next. And don't forget, once you've finished welding, to thoroughly seal the joint, so moisture can't get in.





SPOT-WELDING

Most metal joins on mass-produced cars are made by spot-welding because it's an inexpensive, quick and easy method to use in a factory environment and can be mechanised. Replicating it in a DIY environment isn't always so easy, mainly as it requires the welder's arms to reach both sides of the joint at once.

But having said that, spot-welding tools are available with a variety of power outputs from hand-held 2KVA machines up to big, bench-mounted 15KVA jobs that are really for industrial use.

Contrary to popular belief, it isn't heat on the spot-weld-electrodes that cause metal to join in a spot-weld, but resistance to the high current being passed through the join. This causes heat within the joint, and it is this heat that causes the metal to be joined.

The main thing about making a spot weld is – obviously – getting the timing right – here, as usual with welding-type techniques it's a case of practising with your particular machine and some scrap metal before you start. The other thing is that you should form the weld and then pause for a second or two, with the contacts still in place, while the weld cools.

This all sounds a bit complicated of course, but it is actually a skill that's fairly easy to master; easier in fact than MIG or TIG according to many – and once you've cracked it you'll be able to form neat welds quickly and in exactly the same way as the factory did.

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RESTO STORIES

We've delved into the archive to bring you some inspirational restoration stories that show what can be accomplished – and one that shows the pitfalls…

DARREN GREEN – JAGUAR XJS

Taking on a restoration as a project during the Covid lockdowns wasn't exactly unusual but as we know, all too many ended up reappearing as part-finished projects shortly afterwards. Not this one though, which we featured in our sister title *Jaguar World* back in 2023.

Unusually, Darren had chosen to restore not an early pre-HE XJ-S but one of the very last models, a 1994 facelifted coupe with the 6.0-litre V12. As acquired it was outwardly presentable although rough, but when a mate offered a rollover jig for the XJS, the 'quick tidy up' turned into a better-than-new rebuild.

The more the car was stripped, the more rot Darren and partner Karen discovered behind the scenes, but since panel availability for the facelift cars is patchy compared to the early models, much fabrication was required.

A professional bodyshop was entrusted for the bare-metal rebuild of the shell, while an inspection had revealed scored bores on the engine, which was dismantled and sent off for machining. While the pros did their stuff, Darren and Karen painstakingly cleaned and rebuilt the major components and eventually the time came to put the puzzle back together.

To say it's better than factory is an understatement, with seam sealer applied neatly instead of daubed on as it was in Browns Lane and the bodyshop using no less than five coats of paint. The interior featured new front seat covers in the correct Autolux Connolly leather and a finishing touch in the shape of a pair of new belts, while the veneer was flatted and polished at home and unavailable parts like the sill strips were machined from scratch by a local firm.

We were lucky enough to drive the finished article and it genuinely did feel like a brand new XJS – and quite alien as a result, with no creaks or rattles and a real precision to the handling. Perhaps the standard of finish is best summed up by the fact that our first feature photo wasn't the car itself but the underside, on a lift in the local Jaguar dealer where the entire workshop staff assembled to marvel at the shiny underpinnings.

JOHN BONNETT – SPITFIRE 'GT4'

Now here's proof of just how far you can go as a home restorer if your shed and your imagination are big enough.

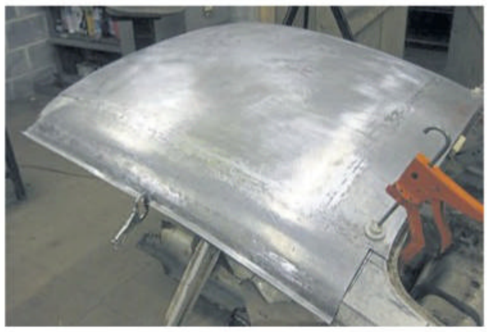
Wanting to compete in classic motorsport, John took up metal forming as a retirement hobby with thoughts of creating a really nicely handling car from a newly purchased GT6.

As he discovered when competing on a standard example though, the six-pot engine is heavy and the turn-in wasn't as sharp as he wanted, so the restored standard car was sold on and a second, ropier example purchased as a project.

And it was here that John ploughed his own furrow, deciding to rebody – or at least re-panel – the car in aluminium. Without any previous experience in coachbuilding but with plenty of patience and a picture in his mind of what he wanted to achieve, he set to in his garage, gas welding panels over plywood formers and planishing the sections afterwards to remove distortion.

With the steel substructure restored, the lightweight panelwork was fitted with seam sealer to avoid reactive corrosion where it met the steel and a striking nose section was created using a design for an Alfa Romeo TZ.

John drove the car panelled in bare alloy for a time before having it painted and chose to go with the four-cylinder Triumph 1500 engine which achieved 103bhp at the wheels on the dyno. With the car weighing in at well under 800kg – some 300kg lighter than a standard GT6 – it's a real flyer and a real inspiration to those of us still plucking up courage to tackle a welded rust repair.



SIMON GOLDSWORTHY – MORRIS MARINA

It's often said that the best reason for restoring a particular classic is simply because you like it – and not for reasons of fashion or market values. It was this thinking which encouraged Simon to alight on one of the cars that in the minds of the general public must rank pretty low in the style and glamour stakes: the humble Morris Marina.

Once a staple of the British suburban streetscape, people didn't think to save Marinas them until they were all but extinct, meaning they are now rarer than many blue chip exotics. Naturally this also makes restoring one a real challenge, since although the mechanical parts may largely be shared by other BL cars of the era, there's precious little available in terms of body and trim.

None of this bothered Simon, who documented the work in our sister title *Classics World*, all of it done on a DIY basis.

As acquired the car drove pretty well but inspection revealed rust in the front inner wings and sills as well as the wings, rear arches and floors. This was all painstakingly cut out and repaired with fresh metal, a task made harder by many of these problem areas having been badly repaired in the distant past.

The repaired bodyshell was then resprayed without recourse to full bodyshop facilities but still looked respectable and after some minor electrical work and attention to the carburation it was pressed into use, Simon displaying it at the NEC earlier this year.

Needless to say, a tidy Marina is a real talking point wherever car enthusiasts gather and one of the greatest things it does is make the point that this was BL playing it safe and in reality it was no better or worse than a contemporary Ford.

MARK TOSSALL – MGA

Beautifully straddling the divide between standard and modified is this MGA which we featured in our sister title *Classics World* several years ago now but which stuck in our minds on account of it being supercharged.

As bought, the MGA was a left-hooker US import. Originally a 1500, it became a 1622 when the engine was found to be unduly smokey, with an uprated head adding a few horses.

A right-hand drive conversion was performed and the car used for a few years until Mark decided the only way to get it up to scratch was a full restoration. Amazingly, despite the shell needing several rust repairs, the work was done in just three months and the car emerged in the later hue of Flame Red, with uprated brakes, a Ford five-speed and telescopic dampers… and that finishing touch, a set of D-Type-inspired replica Dunlop racing wheels.

Thoughts then turned to more power and when he found a period Judson supercharger kit for sale, he snapped it up and fitted it, subsequently rebuilding the engine to low-compression spec to deal with the boost. The result is reckoned to offer about 25 per cent more power and the combination of period looks and modern pace are a winner.

MILES CLASSIC – JAGUAR XJC

Reckoned to be a favourite of William Lyons himself, the XJC – the two-door XJ coupe – is an undeniably elegant creation, but clocking up a value equivalent to the iconic E-Type takes some doing.

It's explained by the 700 hours or more Miles put in on the car, which arrived at the firm's Huddersfield premises as a non-runner in 2020 and hadn't been on the road since 2005.

The bodyshell was the usual patchwork of rust and previous repairs, although the interior was mostly in good shape. With the shell attached to a rotisserie jog, it was laboriously cleaned up by hand before being sent off for dry media blasting, after which the repairs could be done.

After much trial fitting of panels, the shell could be prepared for paint while the rest of the componentry was overhauled, including the rear subframe which makes access to rear brakes and other service items so tricky on these cars.

All serviceable items like dampers and springs were replaced, but although the team was able to get the V12 running, it was decided to strip and rebuild it properly, complete with overhauled fuel injection involving 12 reconditioned injectors.

The finished item was duly valued at just a whisker shy of £70,000 and in many ways represents a whole lot more car than an E-Type for the same money. It certainly turns as many heads.

SIMON HOLLOWAY – JOWETT JUPITER

When somebody tells you their very first drive of the car they've owned for 15 years involved battling rush hour city traffic in a cyclone on the other side of the world, it sounds much more promising than the "I bought it fully restored and polished it every Sunday" story.

Jowetts were surprisingly popular in 1950s New Zealand where Simon's Jupiter was originally exported from new in 1951, eventually being acquired by his father in 1986. A home rebuild followed in the mid '90s and Holloway senior enjoyed amateur motorsport in the car for many years, driving it on mammoth road trips all over NZ and fixing it at the roadside as required.

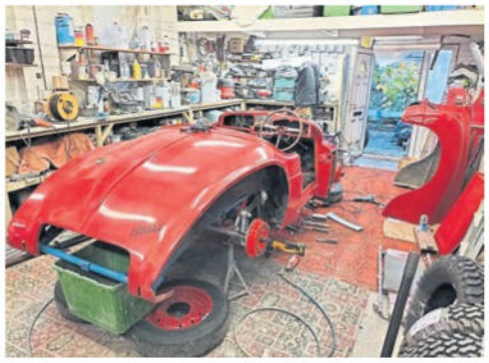
When he passed away in 2008, the race was on to save the car from leaving the family and Simon volunteered for the mission, driving it across Auckland in a tropical cyclone to a storage location where it would remain for a couple of years before being shipped to the UK.

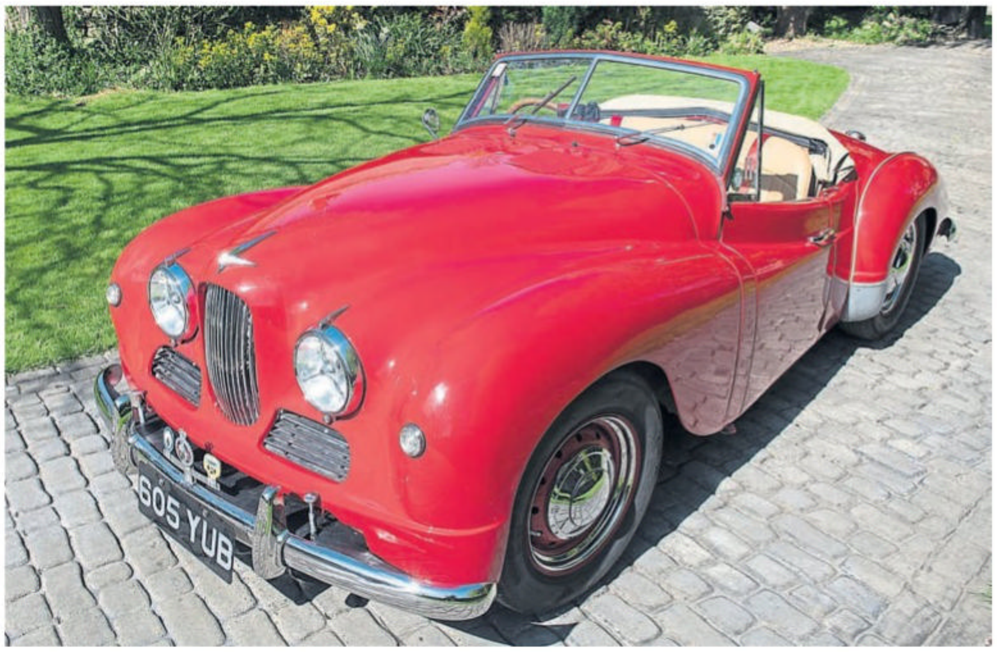
After basic recommissioning, Simon used the car until 2013 when the need for a proper restoration couldn't be ignored any longer. The scale of the work required was soon obvious and with a special man cave constructed for the job, work began in 2017 and continued into the Covid lockdowns.

A replacement engine was sourced, the rest of the running gear was overhauled and the car returned to Yorkshire for the first time in 70 years for the bodywork repairs, finally repainted in Rubin Red instead of the surplus Auckland tram paint it had worn for so long.

A superb touch is that shortly after getting the car back on the road, Simon was able to reunite it with the man who had originally rescued it from the scrap yard in New Zealand during the late '70s before piecing it back together and selling it on to his father.

Ruby as the car has been nicknamed is still used and enjoyed by Simon on a daily basis. As he admits, it may not be a concours winner but when it comes to fascinating back stories it's a definite winner with us.





CLASSICS WORLD – MORRIS TRAVELLER

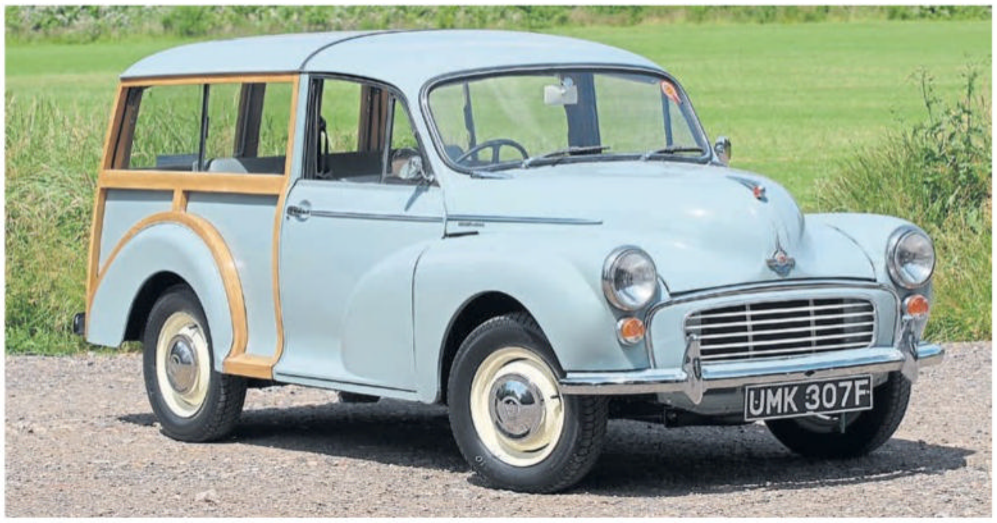
Now this is perhaps a textbook example of how not to do things… and also a reminder that restoring old cars can be a stressful business even when you're not footing the bills.

The story begins with Classics Monthly magazine (now our sister title *Classics World*) which acquired the '68 Traveller in a running but rough condition, beginning the stripdown live at the NEC Classic Motor Show in 2013. The idea was that the magazine staff would carry out the restoration, with the finished car offered as a prize in a reader competition but circumstances and business conspired to throw a spanner in the works. The magazine was acquired by Kelsey Publishing and the half-finished Traveller came with it, but the key personnel involved in the rebuild had left the company by the time it needed to be rehomed.

Cue a frantic day collating the major parts from the corners of the company workshop, with the allegedly ready-for-paint bodyshell having already been shipped off to the bodyshop.

We'd enlisted the services of the late great Charles Ware's Morris Minor Centre to finish what we were assured was a simple reassembly but when the experts took a look it was immediately obvious things weren't that easy.

The body looked good but there was still some welding to do – luckily most of it underneath so the fresh paint wasn't unduly compromised – while we discovered that the new rear wood structure should have been test-fitted before the car was painted. Oh and the roof on the Traveller should be painted after being fixed to the wood…



To cut a long story short, the guys at Charles Ware did a great job of rescuing the project and built one of the strongest 1098cc A-Series I've ever sampled, while we even got involved ourselves with some of the finishing off.

The result was a Traveller which looked superb and drove really well. I do remember though quietly pushing the final invoice across our Finance Director's desk and making a swift exit: I remember, calculations revealed we'd spent far more than it would have cost to buy a good Traveller in the first place, although that did mean we kept to our obligations with a reader competition prize.

All of which tells you just how careful you need to be when taking on someone else's unfinished project.

Kim Cairns
CLASSIC CARS

KIM CAIRNS - Established 1972

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Please come and see us at the NEC Classic Motor Show in Hall 3 Stand 425

1995 PORSCHE 911 (993) CARRERA 4 COUPE (LHD). Supplied by Sonnen Porsche of San Francisco, original invoice is within the history file. Finished in Polaris Silver Metallic with Classic Grey leather seats, having benefited from California's dry climate the body and paintwork are in immaculate condition as is the interior commensurate with the low mileage of only 58,896 miles. In June 2021 at 57,775 miles the Porsche had a full recommission at renowned Porsche Specialists Gantspeed details are within the history file along with the invoice totalling £2,921. This iconic example of Porsche's final version of the air cooled engine is widely regarded as the best generation of the 911 ever produced...**£64,995**

ULEZ
COMPLIANT

2016 LAND ROVER RANGE ROVER 4.4 OVERFINCH. 2016 Model Range Rover 4.4 litre Autobiography with a host of Overfinch styling and enhancements. Finished in stunning Velocity Blue with Ivory perforated leather throughout including headlining complimented by Piano Black Wood and 23-inch Overfinch Wheels and Overfinch Full Carbon Pack. Very high Specification and only 52,000 miles with comprehensive service history. The Ultimate Range Rover in Fantastic condition, a very rare find...........................**£33,995**

1989 BMW 635 CSI AUTO *HIGHLINE* Finished in immaculate Alpine White with Lotus White full leather. Specifications include hand stitched Full Nappa Leather, electric sunroof, air conditioning, Sony Music system, rear blind, electric seats with memory, ellipsoid headlamps, switchable automatic gearbox etc. Last used at 102,302 miles in 2012 and now fully recommissioned and ready for the road again. Immaculate well looked after example with extensive BMW Main Dealer History. Very hard to find.............**£32,995**

1989 JAGUAR XJS V12 CONVERTIBLE 4.2 This immaculate XJS has only covered a mere 33,000 miles from new. Finished in unmarked Signal Red with Magnolia Hide and Black Hood. Last owned by a local lady who had the car in her collection since 2018 unused. Full service history backed up by 12 service stamps, old MOTs and invoices. Specifications include heated seats, cruise control, radio/cassette and cross spoke alloys Comes with original handbooks, service book and tool kit. Exceptional example with excellent history.........**£27,995**

1988 MERCEDES R107 500SL. Finished in immaculate Pageant Red with Beige Hide. Sold by us to a local lady in 2008 and serviced and maintained by us and has covered only 10,000 in 17 years. Facelift model with the all Alloy Engine, 4 speed gearbox, ABS brakes and flat face alloy wheels. Specs also include electric windows, cruise control, radio cassette, headlamp wash/wipers and front fog lamps. Original book pack, fully stamped service book and file of invoices for service and maintenance keeping the car in the magnificent condition it is today........................**£27,995**

1997 ROLLS ROYCE SILVER DAWN LWB AUTO A rare opportunity to acquire a Rolls Royce Silver Dawn. Only 87 RHD out of a total production of 237 of these fabulous last of the line ZA series Rolls Royces were produced. Immaculate Midnight Blue with unmarked Parchment Hide piped in Royal Blue, dark Blue Lambswool rugs and walnut trim. Rolls Royce alloy wheels with white band tyres. Last owner for the past 10 years. 9 main dealer stamps to 30,200 miles and 2 more service and invoices from Rolls Royce Specialists. Silver Dawn Book Pack, Handbook, service book with 13 service stamps and a file of invoices and old MOTs. Also included is the registration of "B2 BTE". Excellent example of a very collectable Rolls Royce.**£26,995**

ULEZ
EXEMPT

1981 JAGUAR XJ6 SERIES 3 ONLY 16,000 MILES Only an incredible 16,000 miles from new. Main Dealer registered by Arnold Wilson of Wakefield and one month later registered to Mr Hinks also from Wakefield who retained the car until recently purchased. Finished in special ordered Black Red Velvet interior chrome side mouldings bonnet moulding with Jaguar mascot Kent alloy wheels and philip radio.cassette. Original Books supercover warranty, old MOTs, Service book etc. Just been fully recommissioned and a new set of tyres fitted. Time warp collectors' quality car.....**£25,995**

1995 BMW 328I CONVERTIBLE *ONLY ONE OWNER AND ULTRA LOW MILEAGE OF 10,900 MILES*. Finished in totally unmarked Montreal Blue with Light Grey Leather. Sold new to its one and only owner in April 1995 by L & C of Croydon and serviced by them and then by Berry of Croydon, all fully documented. Also the new car invoice confirming the spec which includes sports and heated seats, air con, OBC, tracker, hard top, radio cassette etc. Comes with a soft car cover and tonneau for when the hard is down. The very best you will find, collector quality totally original and mint.................**£24,995**

ULEZ
COMPLIANT

2007 JAGUAR XKR 4.2 V8 CONVERTIBLE SUPERCHARGED Finished in immaculate Lunar Grey with Charcoal hide Black hood and Black 20 inch split rim alloy wheels. Only 51,000 miles and a full service history with 9 stamps in the service book. Specs include Sat Nav, Cruise Control, Electric heated seats with Electric lumbar adjustment, rear park assist and alpine music system. Dynamic stability control and much more. Comes with original book pack, service book, 12 months MOT and 12 months warranty. Super Car Performance for only...**£19 ,995**

1989 VOLKSWAGEN SCIROCCO 1.8 GT *ONE OWNER 19,000 MILES ONLY* Finished in its original and immaculate Metallic Grey with Grey Trim. Serviced by VW Main Dealers and only covered 19,000 miles. Owned by an elderly gentleman and covered just over 1,000 miles in the past 19 years. Comes with original Scirocco Instruction manual, two sets of keys, invoices, service print out and MOT print out. Totally original in time warp condition..........**£18,995**

2002 MASERATI CAMBIOCORSA 4.2 Finished in one of the best colour combinations of Blu Mediterranean with Crema hide. With the 4.2 Ferrari Built 4.2 V8 engine. Specs include Climate control, electric heated seats, electric windows and Maserati Media System. Only 54,000 miles from new with Full Maserati History mainly by Maranello and comes with fully stamped service history backed up with a large file of invoices and old MOTs original manuals and tool kit. Exceptional value Italian SuperCar for only..**£17,995**

ULEZ
EXEMPT

1980 MGB ROADSTER This stunning MGB is finished in immaculate Factory Black with Black Leather, Wire Wheels, Overdrive, Mohair Hood and Pioneer KE2900 Radio. 64,000 miles, comes with MOT certificates dating back to its first one at 3 years old and a large file of invoices for service and maintenance detailing the care and attention this exceptional MG has had to keep it in the condition it is today. One of the best on the Market, don't miss this one! **£14,995**

ULEZ
EXEMPT

1971 Morris Minor Traveller Finished in Teal Blue with new Light Blue trim and dark Blue carpets. The woodwork and chrome are also in very good condition. Recorded mileage of 82, 000 comes with old MOTs, invoices for work done for the last owner for the past 9 years including the retrim, owners handbook, original jack and tool kit and two sets of keys. Drives very well and is ready to take to shows this year..**£14,995**

1989 MERCEDES 230E COUPE AUTO *Only 55,000 miles* Finished in Mercedes Blue/Black with cream leather interior. Very high spec which includes an electric tilt and sliding sunroof, electric front and rear windows, alloy wheels, leather trimmed steering wheel and radio/CD player. Only 55,000 miles from new with 22 service stamps in the service book and only 3 owners from new. Comes with its owners manual and stamped service book. Very hard to find a low mileage and low ownership example.....................................**£14,995**

ULEZ
COMPLIANT

2006 BMW 320 CI SE COUPE *ONLY ONE OWNER AND ULEZ COMPLIANT* Finished in immaculate Sonora Metallic with Futura Exclusive Beige Leather Upholstery. Complemented with Myrtle Wood Trim. Supplied new by Cooper Chelmsford to its only one owner from new and serviced by them 12 times in its 46,000 miles covered from new. Only being sold due to the owner's health. Comes with all its original books including Handbook, Service Book, 12 BMW Service Stamps, Old MOT's, Original Sales Invoice and Literature. Files of invoices from Cooper BMW detailing services, etc. When only the very best is good enough. DO NOT MISS THIS ONE IT'S PERFECT!......................................**£12,995**

ULEZ
COMPLIANT

2016 MERCEDES E350 AMG NIGHT EDITION. Finished in Obsidian Black Metallic with Black Nappa Leather. Only 2 previous owners and full service history as shown on a digital service report with 3 main dealers and 7 specialists services. 9 speed automatic Saloon with multi functioning steering wheel and paddle shifts featuring the AMG NIGHT EDITION styling throughout. Comes with a digital service print out and all manuals in the original Mercedes Benz wallet. Known for its performance and efficiency for only.....................**£11,495**

ULEZ
COMPLIANT

2003 AUDI TT CONVERTIBLE MK1 1.8 AUTO *RARE BASEBALL INTERIOR* Finished in immaculate British Racing Green with Green Electric Hood. Desirable and rare Baseball tan leather interior a limited run optional feature with thick prominent stitching on the leather seats. Only covered 31,000 miles from new. Specifications include climate control, heated seats and electric windows. Highly sought after stunning looking Audi TT with low mileage and ownership becoming hard to find..............................**£10,995**

ULEZ
COMPLIANT

2005 MINI ONE *ONLY 16,000 MILES AND ONE OWNER*. Finished in immaculate Pure Silver with unmarked Grey trim. This lovely example comes with a complete set of MOTs and service invoices to confirm the exceptional low mileage of this mint condition one lady owner car. Supplied with all its original book pack, handbook, service records, old MOTs and 2 sets of keys. Collector quality car, when only the best will do....**£9,995**

ULEZ
COMPLIANT

2003 BMW 316 Ti SE *ONLY ONE OWNER AND 17,000 MILES* Superb original ultra low mileage 316 Ti Se. Finished in immaculate Dolphin Grey Metallic with unmarked flat weave dark Grey trim. 5 speed manual, with air conditioning, DSC, rear parking sensors, sports tuned suspension etc. Supplied new by BMW main dealers John Clark of Tayside to its one and only owner in August 2003. Supplied with all its original books, a service book with 4 stamps with the last service carried out at 16,742 miles and 2 sets of keys. Drive away for only....**£7,995**

ULEZ
COMPLIANT

2002 BMW 520I ES SE AUTO E39. Finished in immaculate Titanium Silver with Full Black Leather, very rare being the ES model. Only 64,000 miles from new, 5 speed automatic, RWD with 7 Hexagon Service Stamps and one main dealer. Full Leather, Electric Sunroof, Climate Control, Split Rim Alloys and BMW Business Entertainment System. ES is a mix of SE and Sports which includes its M sport suspension along with an M Leather Steering Wheel. Original Books, Service Book and 2 sets of keys. A very well looked after original example which drives like new.......**£6,995**

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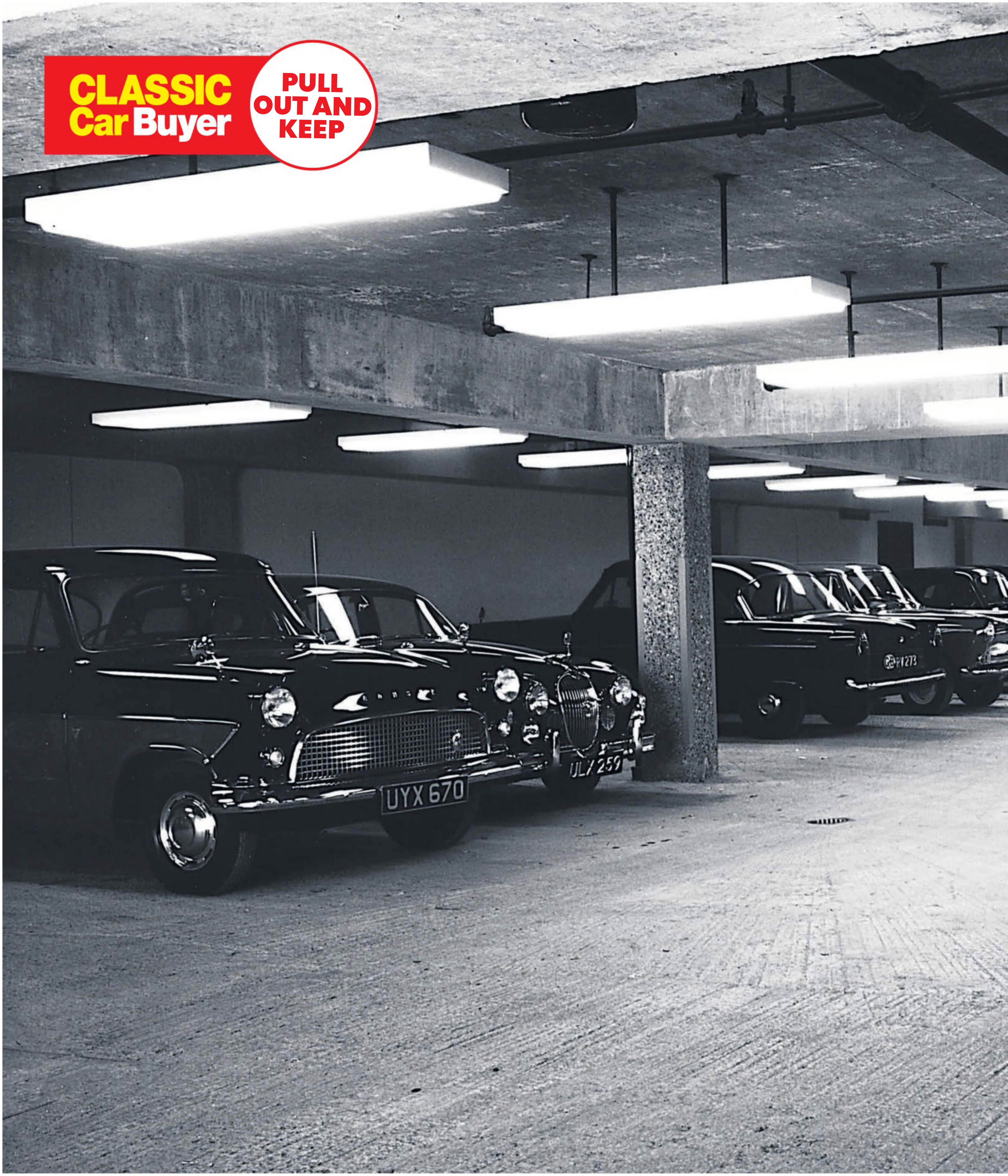
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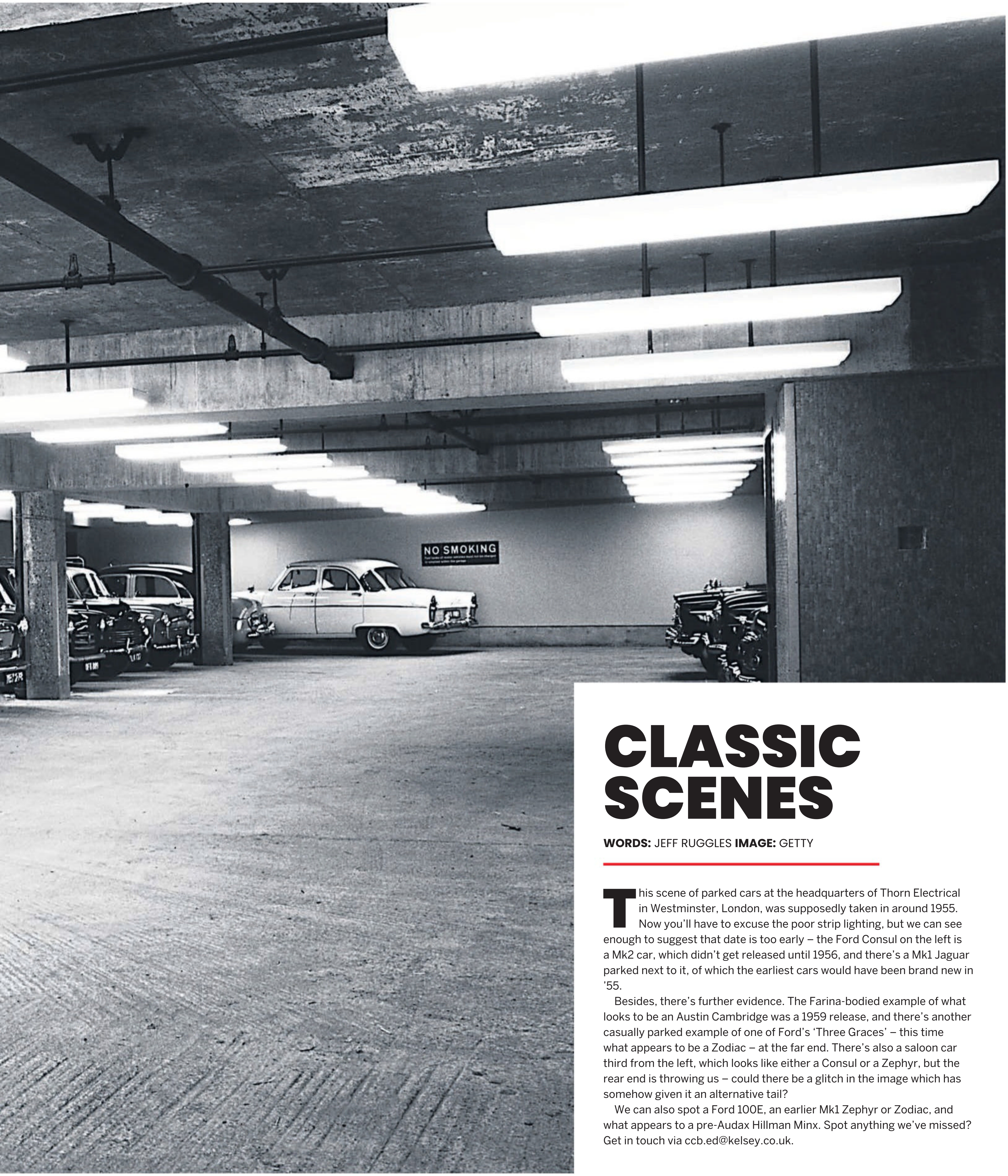

CLASSIC SCENES

WORDS: JEFF RUGGLES **IMAGE:** GETTY

This scene of parked cars at the headquarters of Thorn Electrical in Westminster, London, was supposedly taken in around 1955. Now you'll have to excuse the poor strip lighting, but we can see enough to suggest that date is too early – the Ford Consul on the left is a Mk2 car, which didn't get released until 1956, and there's a Mk1 Jaguar parked next to it, of which the earliest cars would have been brand new in '55.

Besides, there's further evidence. The Farina-bodied example of what looks to be an Austin Cambridge was a 1959 release, and there's another casually parked example of one of Ford's 'Three Graces' – this time what appears to be a Zodiac – at the far end. There's also a saloon car third from the left, which looks like either a Consul or a Zephyr, but the rear end is throwing us – could there be a glitch in the image which has somehow given it an alternative tail?

We can also spot a Ford 100E, an earlier Mk1 Zephyr or Zodiac, and what appears to a pre-Audax Hillman Minx. Spot anything we've missed? Get in touch via ccb.ed@kelsey.co.uk.

BOX FRESH

It's unusual to find a sporty, top-spec model with unfeasibly low mileage, but Kim Cairns' BMW 328i is one of those rarities. Jeff takes a closer look

JEFF RUGGLES
EDITOR

Frustratingly, the classic cars that you find in as-new condition with tiny mileages often tend to be a base model, or at least towards the bottom of the model hierarchy. These are the cars bought by folk who tend to use them sparingly, with perhaps one short trip per week and the rest of the car's time spent in a cosy garage. The sporting models, by contrast, are bought to be driven hard and be seen in, hence covering far higher distances and often struggling to survive.

That's why it's fascinating when a car bucks the trend. This 1995 E36-generation BMW 3 Series Convertible offered by Kim Cairns Classic Cars in Norfolk is very much top-spec. Not only is it a 328i – second only to the M3 in the hierarchy, but it's an open-topped example with the desirable manual gearbox. What's more, seemingly every box was ticked on the order form 30 years ago. It's got cruise control, remote locking, leather trim including heated sports seats, a hard top, cruise control and air conditioning – the latter two being relatively unusual on an E36.

Clearly it's a well-equipped, powerful and sporting machine, but it hasn't been thrashed around like so many of its contemporaries. Remarkably, this 328i has covered just 10,900 miles, and all in the hands of just one owner from new. It was purchased on April 8, 1995, via L&C of Croydon – meaning it's one of the first 328s – and has been serviced and maintained by the same garage, now Berry of Croydon, for the duration.

Accordingly, it's probably the best example remaining, being totally original and pristine throughout – a true collector-quality E36. This is the bit where we'd mention the stonechips, or perhaps a few rust bubbles, but not here. The Montreal Blue paintwork is still excellent, as are the bumpers and rubber trims. The wheels are also immaculate, and the Dunlop tyres look as new. They are actually dated '01', so are certainly getting on in years, but they appear soft and supple, and we can't see any signs of perishing. Up to the new owner there, perhaps. Behind the wheels, the bells on the disc brakes are still in perfect order, with no surface corrosion – indicative of a car that's been cherished. Even the numberplates are perfect, and they are the original dealer-issue items in the correct font too.

Inside is perhaps even more impressive. The interior fittings are top-notch for this age of car and the light grey leather upholstery is in excellent order, with no marks – not even on the driver's seat bolster. The carpets have been superbly preserved, and even the tailored mats are still mint. The powered hood is also in perfect condition, and there's that hard top too. All we could find fault with was the headliner inside the hard top itself, which had become unglued a fraction around the door openings

TECH SPEC

1995 BMW 328i Convertible
ENGINE: 2793cc, 6cyl
POWER: 193bhp
TOP SPEED: 143mph
0-60mph: 7.5secs
ECONOMY: 30mpg
GEARBOX: 5-spd manual

but could easily be rectified.

Inside the boot area is also immaculate, and the engine bay is particularly impressive. It looks almost showroom fresh, with no signs of corrosion or discolouration. Overall, it's hard to imagine how there could be a better 328i out there, outside of a museum.

ON THE ROAD

So, does the car's immaculate condition translate to the driving experience? We'd argue a resounding yes. It starts immediately, and slots into gear with ease. Out on the road that silky six-pot feels fast and responsive, just as a 328i should.

There's evidence of a little scuttle shake as you'd expect of an E36 Convertible, but it's really only a small body shimmy over deep potholes, and there are no rattles, squeaks or clonks. This is a car that feels box-fresh – something almost impossible to replicate with a restored example. I remember driving an M3 Convertible a few years back, and this car felt better to drive. It's wonderfully refined and you'd be happy to pile the miles on – so long as you could bear that odometer crossing the 11,000-mile threshold…

CCB VERDICT

If you want an E36 Convertible, then you'll surely struggle to find a better example than this. It's got that ultra-low mileage, is wonderfully original, has all the toys, and has been fastidiously cared-for. It's time-warp, but also a car that feels up to the job of regular use in 2025.

We're not sure you'd want to do that though. Here's a car to use on high days and holidays, storing it in a nice heated garage and keeping it immaculate. It's far from the cheapest E36 Convertible out there, but it would surely be impossible to find another like this. Don't believe us? Check it out in the metal at the Lancaster Insurance Classic Motor Show at Birmingham's NEC from November 7, when it will be displayed on the Kim Cairns stand. ●

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MODEL HISTORY

It's now 50 years since the original E21 3 Series was launched, and 35 since the third-generation E36 made its debut. Launched in 1990 with a design overseen by Pinky Lai, it was a thorough reimagining of the popular premium car and one that sold in huge numbers. The E36 arrived on British shores early in 1991, but if you wanted an open-top version then you had to wait. The E30 Convertible remained in production until the E36 put in an appearance some three years later.

Three engines were initially offered, the four-cylinder 318i and six-cylinder 320i and 325i derivatives. The 316i and diesel models were never available with the convertible body shape. A couple of months later the 286bhp M3 Convertible was launched.

March 1995 saw the introduction of the 328i Convertible, replacing the 325i. Engine capacity was increased from 2494cc to 2793cc, and while the power output was almost the same (192bhp and 193bhp respectively), torque from the new M52 unit was usefully improved. The following January saw the M3 get even more power and a six-speed gearbox, becoming the 321bhp M3 Evolution, and 1997 saw the introduction of the 2.5-litre 323i engine, which replaced the 320i in convertible guise.

All models got a minor makeover in September 1997 that included equipment upgrades and subtly different front end treatment. The Convertible survived until early 2000 when it was replaced by a Convertible version of the E46 series.

PUSHING ON

Small saloons were all the rage in the 1960s, but not all of them had the engine in the front. Which of these three rear-engined marvels would you choose?

CRAIG CHEETHAM
CONTRIBUTOR

HILLMAN IMP

Small cars were big news in the 1960s, spurred on by the launch of the Mini and rivals such as the Triumph Herald and Ford Anglia, all of which appeared in 1959. That left Rootes Group in a bit of a quandary, as unlike its main rivals, it still didn't have a small car in its armoury, despite having been working on one for several years.

Cue the Hillman Imp. Thanks to an injection of government cash to bring new jobs to underprivileged areas of Scotland, a new factory was opened in Linwood, just outside Glasgow, where the new model would be built. The result would be a small car that was refreshingly different; rear-engine cars were perhaps outdated in light of the Mini, but the Imp was advanced elsewhere. It was powered by an 875cc derivative of the aluminium Coventry Climax racing engine, and had a four-speed transaxle gearbox with full synchromesh. With its Chevrolet Corvair-inspired styling, plus further novel features such as a lift-up rear screen, folding rear seats, an automatic choke, a pneumatic throttle, a diaphragm-spung clutch and semi-trailing arm independent rear suspension, the car looked set to be a massive hit when launched in 1963.

Sadly, it wasn't quite that simple. A hurried end to development meant several of the exciting features were not the full ticket. The automatic choke and pneumatic throttle became problematic, and the Imp also became notorious for coolant leaks and overheating. Blown cylinder head gaskets were common, and the aluminium head could warp if it got too hot.

Some say the Imp's unfortunate gestation was one of the final nails in the coffin for the Rootes Group, which by 1967 had been fully absorbed into the Chrysler Corporation. But nevertheless, it had a 13-year production run, towards the end of which the Imp had become a dutifully reliable car, always entertaining to drive despite its oft-unpredictable handling if the tyres weren't inflated correctly.

It was hugely popular with the rallying fraternity thanks to its tail-happy manners, while its low running costs also made it a good choice for young drivers and, by osmosis, those buying their first classic decades later – a cult following that still exists. A large number of Imp buyers are several decades younger than their cars, such is its popularity as a starter classic.

But you do need to buy carefully. The Imp, along with its spin-off models in the form of the Sunbeam Stiletto, Singer Chamois, Hillman Husky and Commer Cob van, does like to rust. The most important area to check is the sills, as these are a key structural component of the car. Elsewhere, you may find that blocked drainage channels have caused the bottoms of the doors to rot out, while another obvious place to check for rot is in the wheel arches.

If the rot has spread sufficiently enough to write off a front wing, they are available brand new, at a cost – Ex-Pressed Steel Panels sell Imp front wings for £660 each, plus VAT. The rear arches are particularly prone to rusting, and though whole new rear quarters are available, they're not cheap. The underside of the floorpan is also vulnerable, as is the boot floor (at the front of the car, not the rear).

At the back, you'll find that fabulous all-alloy Coventry Climax engine. It's fussy where coolant and oil levels are concerned, and if it is allowed to run hot then the consequences for that alloy engine block aren't pretty – a regular coolant flush is recommended. Tuning parts are plentiful and the engine's popularity with racers means it's easy to maintain and get parts for. Worn gear syncromesh is common, though, and the only failsafe fix is a new transmission – but again, all parts are available.

The steering and brakes are pretty straightforward, and don't be alarmed if the steering feels suspiciously light – that's a characteristic. The suspension is a bit more complex, though, not least because of the swing axle front end. Corrosion here can be lethal, so check the arms carefully. There are also a number of aftermarket conversions to tighten it all up – adjustable dampers can really improve the handling.

Pricing-wise, Imps have crept up in recent times. If you want a coupé model, such as the Imp Californian, Stiletto Coupé or Chamois Coupé, you'll pay up to £12,500 for the best, with saloons coming in at about £10,000 in perfect order. A decent Imp can be yours for £5000, with projects starting at £2000 or so. ●

TECH SPEC

HILLMAN IMP (1963)

ENGINE: 875cc, 4cyl
POWER: 39bhp
TOP SPEED: 80mph
0-60MPH: 24secs
ECONOMY: 35-45mpg
GEARBOX: 4-spd manual
BUY ONE FOR: £2000 - £12,500

NSU PRINZ 4

The NSU Prinz was the Neckarsulm company's answer to the Volkswagen Beetle, long before the two companies had been brought together under the Volkswagen-Audi banner.

The original model was awkward and gawky, and didn't really achieve much success, but the Prinz 4, launched in 1961, was a much more convincing machine, with the looks of a scaled-down Chevrolet Corvair (sound familiar?) and a layout to match – rear-engined and air-cooled.

The two-pot engine was derived from that of the company's motorcycles and liked to rev, but performance wasn't particularly impressive. Nevertheless, it was well made for an economy car and enjoyed a 12-year production run, only ceasing sales following VW's acquisition of NSU. After that, it continued in other markets, being sold in Yugoslavia as the Prettis and Egypt as the amusingly named Ramses II.

TECH SPEC

NSU PRINZ (1961)

ENGINE: 598cc, 2cyl

POWER: 27bhp

TOP SPEED: 70mph

0-60MPH: 36.8secs

ECONOMY: 35-50mpg

GEARBOX: 4-spd manual

BUY ONE FOR: £1500-£7,000

In 1963, a more powerful four-cylinder Prinz arrived with a 1.0-litre OHC engine, later 1.1 and then 1.2 and sold as the Prinz 1000, 1100 and 1200 respectively, with the range also including the now iconic TT and TTS sporting versions. Still air-cooled, the four-pot cars are identifiable by their wider headlights, while TT models have twin round headlights mounted within the same frame.

Mechanically, all are tough albeit rudimentary, and they're very noisy – but what they lack in refinement, they more than make up for in character, while in handling terms they're arguably better than the Imp as their lighter weight makes them more predictable at speed, despite a similar layout.

The most important thing to consider when buying is the body – they tend to rot from the bottom upwards, and rust in the sills, front floors and valance panels can be terminal if allowed to get too bad. Some parts are tricky to come by now, as well, although you can still get most of the bits you might need from Germany – at a price.

Limited availability makes them hard to value, but because they're not that well-known, they're never stupidly expensive. Around £7500 will get you the best and you'll get a good one for less than £5000 if you're patient enough, with spares cars and projects from around £1500. Want a TT or TTS? Then you'll need a healthy five-figure budget. ●

RENAULT 8

A rear-engined saloon was nothing new for Renault when the R8 appeared in 1962 – it was the replacement for the hugely successful Dauphine, which itself had come after the 4CV, both of which had the engine in the rump.

It's no surprise, then, given the brand's experience, that it's the most advanced car of this trio – indeed, the R8 was an innovator, being one of the first production cars to be fitted with disc brakes all-round, straight from the factory.

Led by chief designer Philippe Charbonneaux, the angular design was modern and well-packaged, with a surprisingly spacious interior and excellent visibility. It was powered by an all-new 44bhp 956cc four-cylinder engine. Known as the "Sierra" or "Cléon-Fonte" engine, it was water-cooled and had a five-bearing crankshaft. Durable and reliable, it would go on to form the basis of many Renault engines to come.

TECH SPEC

RENAULT 8 (1962)

ENGINE: 956cc 4-cyl

POWER: 44bhp

TOP SPEED: 82mph

0-60MPH: 16.8secs

ECONOMY: 30-40mpg

GEARBOX: 4-spd, manual

BUY ONE FOR: £2000-£9000

In 1964, it was made even more appealing by the introduction of the Renault 8 Major, which had a bored-out version of the engine at 1,108cc, with 50bhp and a genuine 80mph cruising ability, plus an all-synchromesh transmission and plusher interior. Then came the performance model – the 89bhp Gordini – which became a legend of its own, popular in rallying and circuit racing and huge fun to drive.

Gordinis are silly money, but there was an alternative, from 1968, that wasn't far behind in the form of the Renault 8S. It used the standard 1,108cc engine, but with a Weber twin-choke downdraft carburettor and a high-profile cam, boosting power to 60bhp.

Although rare in the UK, the Renault 8 is surprisingly easy to own. Over 1.3 million were made, and it's a hugely popular classic in France, so parts are easy to get hold of and most panels are remanufactured – a good job, because like most French cars of the era, rust is your biggest enemy, especially around the sills, floor pans, rear quarters and front scuttle.

Very little goes wrong mechanically and engine parts are inexpensive and easy to source, so if you fancy one, structural condition is key. You won't be disappointed, as the R8 is one of the most enjoyable and advanced cars of its era to drive.

Gordini models aside, they're not that expensive, either. Around £9000 will get you a really good example, and half that will get you one that's useable. ●

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DETAILS MATTER

Some popular classics can be more desirable than others due to a very specific feature or two. We look at the cars where the seemingly insignificant can be very significant indeed

JEFF RUGGLES
EDITOR

One of the things to appreciate about the classic car community is just how wonderfully detail-focused people can be. The appreciation for tiny little details that would make most well-adjusted humans shrug their shoulders is one of our hallmarks, and over the next four pages, we'll shed a light on some of the most notable.

Some details are of these details are minor, some major, but all are prized among model aficionados. So, if you're wondering why a particular bonnet lock or the pressing of a rear panel can send enthusiasts into overdrive, check our eight-strong selection of prime examples.

JAGUAR E-TYPE

On its first appearance before the world's press at the Geneva Motor Show in 1961, the Jaguar E-Type caused such a sensation that a second demo car famously had to be driven though the night from Coventry by Norman Dewis. With its 3.8-litre XK engine, amazing looks, 150mph capability and a price tag far cheaper than Aston Martin or Ferrari, customer interest was naturally high. Jaguar had planned to make 250 examples of the E-Type, but by the end of the Geneva Motor Show, pre-orders topped 500. Over the next 14 years, they would sell 72,000.

The Series 1 cars have long been the most coveted, with the earliest 1961 examples having as many as 50 differences from those produced later in the year. These include flat footwell floors, welded-in bonnet louvres made from separate metal pieces, and – most desirable of all – external bonnet locks secured with a special T-key. Only the first 500 examples were 'outside bonnet lock' cars, and just 95 of these were produced in right-hand drive form – 91 roadsters and only four coupes.

The 'flat floor' cars remained in production for longer. It's reckoned 2615 were produced, which is around one sixth of total 3.8 production before the 4.2-litre variants arrived in 1964, with over a third of 3.8 roadsters said to have flat floors. They're a desirable feature for bragging rights, but in truth they hamper interior space and make it hard to get comfortable. The 3.8-litre production cars were also reckoned not to be as powerful as the carefully prepped press cars, but that's another story...

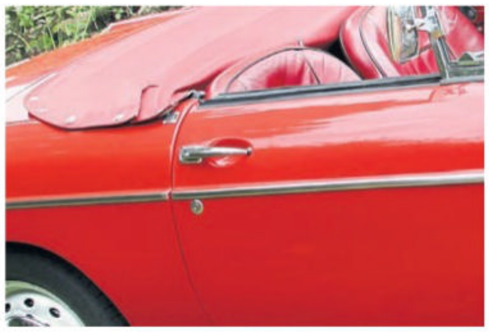
To emphasise the desirability of the outside bonnet look, you only have to look at values. Hagerty's price guide gives the concours values of an OBL roadster and a regular 1961 flat floor car at £193,000 and £108,000 respectively. For a coupe, it is a whopping £263,800 difference (£357,000 and £93,200 respectively). Quite the premium, we're sure you'll agree.

MGB

When the MGB was first launched in 1962, original expectations within BMC were for an eight-year career. However, it managed 18 years in all, becoming MG's best-selling sports car of all time and a classic with a huge specialist network even before it had gone out of production.

There were numerous additions and tweaks along the way, including the launch of the pretty MGB GT coupe variant in October 1965, the Mk2 range in late 1967, the 'Leylandisation' as the 1970s approached and the 3.5-litre B GT V8 too, which was launched in 1973. Of course, the most controversial MGB update of all came with the 1975 model year and the adoption of large black bumpers made from Bayflex 90 polyurethane, all thanks to American legislation.

With such a long production run and so much affection around the model, however, there's an inevitable desire for the genesis point. The earliest roadsters are known for their three-bearing cranks while later cars have five bearing-items, but also for their 'pull-handle' door handles. The earliest cars had an external handle that is hinged at the back edge that you pulled in its entirety to open the door, while later ones had a push button incorporated into a fixed handle. The changeover happened in spring 1965 – after the introduction of the five-nearing crank, with the pull-handle cars thought of as the purest incarnation of the MGB. If you can find one that's all present and correct, especially with the three-bearing engine, then you'll likely pay a premium over a later car.



VOLKSWAGEN GOLF Mk1

Volkswagen had been trying to replace the ubiquitous Beetle since the early 1950s, but it would be the acquisition of Auto Union and NSU in the 1960s that would finally lay solid foundations to do so. By mid-1969, Project EA337 had been commissioned, which would use the engines and front-wheel drive technology Volkswagen had acquired, before Giorgetto Giugiaro was invited to repackage the engineering into a three- and five-door family car. The Italian's design was disciplined, sharp, and in complete contrast to the famously curvaceous Beetle. The style was then refined in-house by VW stylist Herbert Schäfer, with the square lamps replaced by round units.

Launched shortly after the Scirocco, another Giugiaro design with the same mechanical layout, the Golf featured a transversely mounted water-cooled engine driving the front wheels – again in complete contrast to the Beetle.

The Golf was launched on March 29, 1974, which it turned out was just in time, since sales of the rear-engined cars had suddenly fallen off a cliff and VW was heading for financial disaster. The success of the Golf even took its maker by surprise and production had to be quickly ramped up at Wolfsburg, with sales passing the one million milestone in October 1976.

By that time though, one of the features that drive Golf aficionados into overdrive had already been lost. It may not seem like much, but the earliest Golfs, until December 1975, had a different pressing on the rear panel that's become known as the 'Swallowtail'. Basically, the swage line that runs under the rear lights dips under the numberplate with a slightly curved diagonal on each side, whereas on later cars it's not as pronounced and runs in a straight horizontal line. These cars also have a slightly different smooth bonnet design, different wing tops and other small differences, but it's that rear panel that all the fuss is about. Find a right-hand drive one, and you have the true Holy Grail of early Mk1 Golfs.

Swallowtail cars don't come up for sale very often, but when they do, they tend to command a premium and a nice one – especially a three-door – could set you back more than a GTI in equivalent condition.

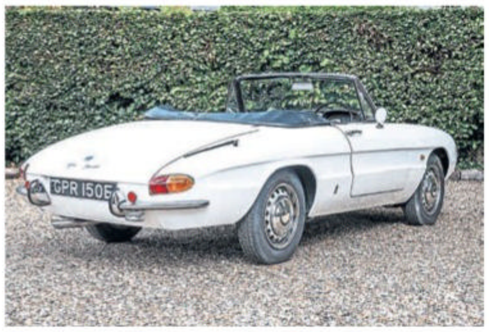
ALFA ROMEO SPIDER

Launched in 1966, the Alfa Spider arrived just four years after the MGB but its specification was exotic compared to the Abingdon car: its 1570cc twin cam engine drove through a standard-fit five-speed box, and the car could boast disc brakes all round. The Spider employed front wishbones and coils, and at the rear ran a live rear axle like the MGB. Pumping out 108bhp at a feisty 6000rpm, the Spider (with its slick-shifting direct-acting gearbox) was a driver's delight and had a whiff of the exotic to it.

The 1600 motor was up-gunned to a 1750 (actually 1779cc) in 1967, good for 122bhp and giving the Spider a top speed of 115mph, and 1968 saw a 1300 option added to the range – still good for an impressive 103bhp.

While the MGB would last in production for 18 years, the Spider managed a remarkable 28. The Series 2 cars arrived in 1970 and introduced revised styling that would carry the Spider through to the end of its production life in 1994 with only minor changes – but more on that later. The Series 3 of 1982 looked a little ungainly with its rubber additions, although we didn't see many of them in the UK – factory right-hand drive production stopped in 1978, with official imports not resuming until the Series 4 in 1990, which had neater styling cues and was offered with various semi-official RHD conversions.

But it's that 1970 revision we need to return to. Before that point, we had the original 'Duetto' model with its delicately rounded tail, sometimes known as the 'osso di seppia' (Italian for cuttlefish bone) or 'boat tail'. However, the Series 2 cars would feature a squarer Kamm tail, which meant a larger boot. For some this created a better-balanced design, but it's the boat-tail cars that hold more sway with collectors. According to Hagerty's price guide, a 1750 with the round tail is worth £56,900 in concours condition, which is not far off twice its £31,000 valuation for an equivalent square-tail car.



MG MIDGET

Launched in 1958, the original Austin-Healey ‘Frogeye’ Sprite combined tried and tested mechanical and a lightweight monocoque bodyshell to great effect, creating a sports car that was both cheap and efficient. But while successful, its looks didn’t please everyone, the bonnet was heavy and there was no external access to the luggage area. For the revamped Mk2 version, Geoffrey Healey joined forces with MG’s chief engineer Syd Enever to remodel the front and rear ends. The rear of the body now had a boot lid for the first time, and the rear wheelarches were changed from round to a more squared-off style. Meanwhile, at the front, the ‘Frogeye’ look was replaced with conventional separate wings housing the headlamps.

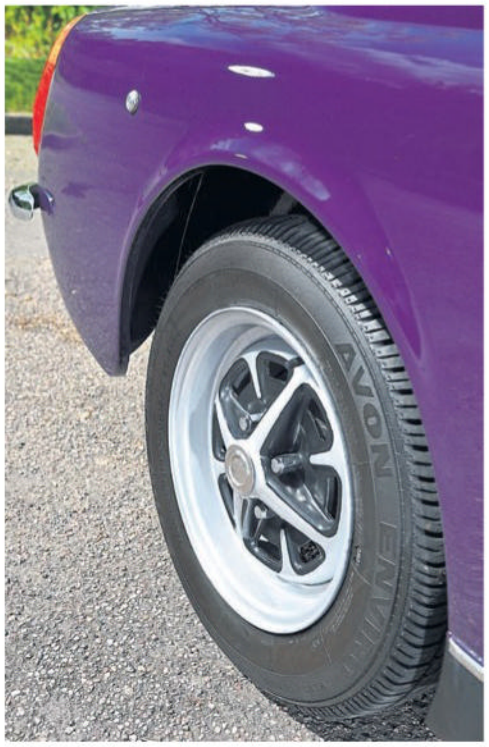
While development was underway, BMC also decided it would launch an MG model of the new version as well. After all, the Sprite was already made at MG’s factory, and the MG name was still synonymous with small sports cars. Abingdon certainly played on this by calling the car the Midget – a name first ascribed to the M Type of 1929, and last used for the TF of 1954. This first modern Midget brought sub-1000cc motoring back to MG enthusiasts for the first time since 1936.

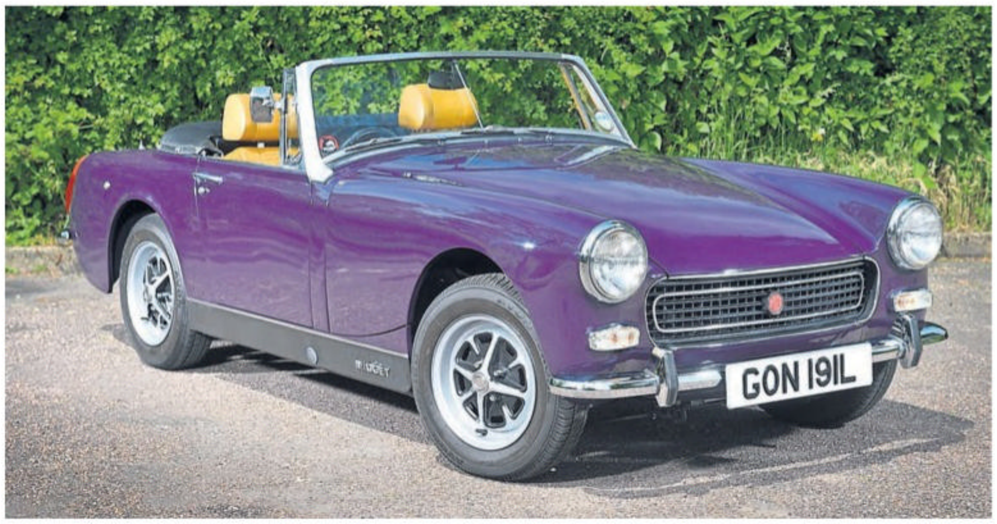
It didn’t stay sub-1000cc for long of course: a 1098cc unit went in from 1962, and a 1275cc motor from 1966. Much like the MGB, the trim and colour palette was changed as the ’70s began, and there was the move to rubber bumpers in 1974 – only for the Midget, there was an engine change too. The A-Series was out, and in came the Triumph 1493cc unit that was fitted to the Midget’s market rival, the Spitfire, which changed the character of the car somewhat. It was in this guise that the Midget would see out its final years, with production ending in 1979.

The earliest Midgets are desirable, but for many, the sweet spot is the 1971-1974 1275cc cars, which regained a feature from the original 1958 Sprite with its round rear wheelarches, albeit with a chunky extra lip. Housed under the new design was a revised Rostyle wheel, while inside the front seats were given head rests and there were better carpets. 1972 proved to be the best year for Midget sales too, despite the price crossing the £1000 threshold.

However, the round wheelarch design apparently made the rear quarters weaker, and therefore, the car did not meet the new 1973 US 5mph damage regulations. In order to make the car compliant, MG eventually reverted back to the stiffer square openings when the bigger ‘rubber bumpers were fitted.

Nowadays, the round wheelarch or ‘RWA’ Midgets are sought-after due to their short production span, good spec and clearer aesthetics, plus a bit more room for bigger wheels and tyres. They tend to be the most valuable Midgets, though it’s a close-run thing with the early Mk1 cars.





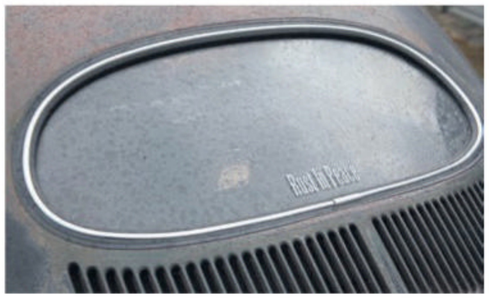
VOLKSWAGEN BEETLE

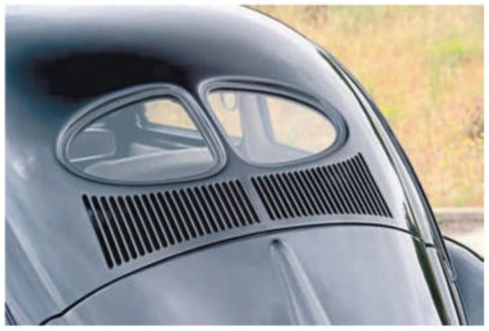
The origins of the Beetle – or rather, Volkswagen Type 1 as it was officially known – in a dark period of European history are well documented, but its concept as an affordable car for the masses that was both cheap to buy and to manufacture led to huge success and over 21.5 million would ultimately be produced.

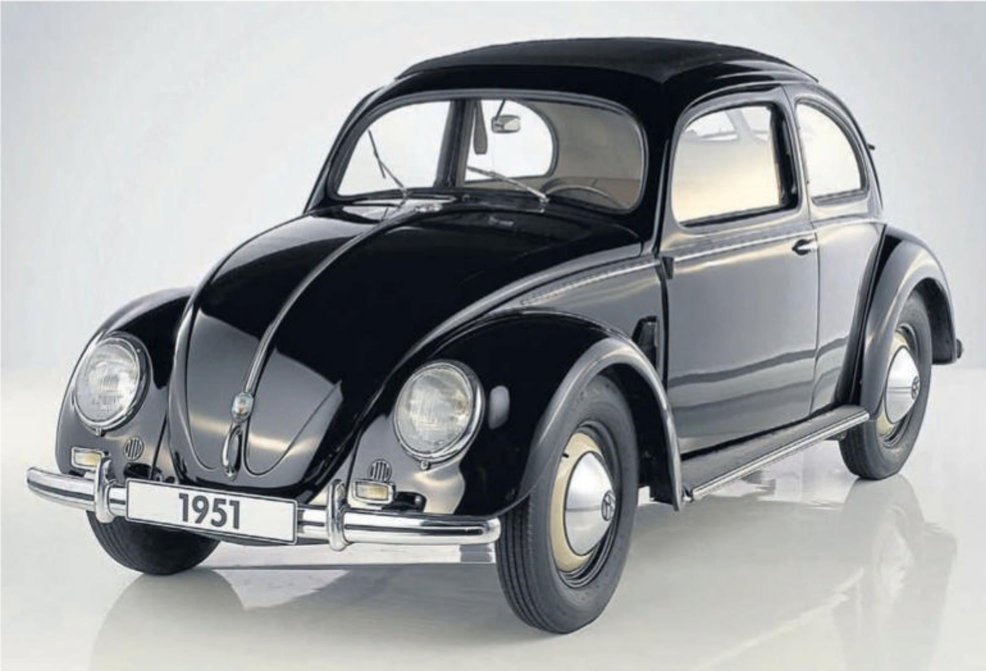
During its long life, the Beetle was that it was continually revised and updated to the point where the final cars produced in Mexico in 2003 shared just a single detail with the first production cars: the cross-section of the flange holding the rubber seal for the front lid.

There can be no doubt that the later cars are more useable, but as with so many long-running models it’s the earliest ones that collectors get most excited about. The earliest production Beetles used cable-operated drum brakes, a 30bhp engine, rudimentary heating achieved by blowing air across the hot exhaust and a crash gearbox with no synchromesh. A slightly less utilitarian Export model was released in 1949 and featured chromed headlamp rings, bumpers, door handles and hubcaps in place of the painted items on the older Standard model, and by 1950, Export models gained hydraulic brakes. Pre-1953 Beetles were recognisable by a split oval rear window, which used two flat panes of glass to save money.

The split window was replaced by the oval rear window, and that in turn would be enlarged in 1957 to a rectangular opening, with the side windows also enlarged. Hagerty’s guide suggests a concours split-window saloon should cost £43,400, while an oval window car in equivalent order is £24,000. For a full window car, it’s reckoned you’ll save a further £5000. Essentially, more glass equals less brass.







CITROËN 2CV

The beginnings of the 'tin snail' date back to the 1930s and the 'Toute Petite Voiture', but the Citroën 2CV as we know it arrived in 1948. Famously intended to be able to transport a basket of eggs across a ploughed field without them breaking, it provided cheap, utilitarian transport; something that didn't change until production ended in 1990 with more than 3.8 million cars produced.

The later cars were still the same snail-shaped, comically bouncy, air-cooled, skinny-tyred, fabric-roofed machine that the earliest ones were. There were changes, however. The first cars made do with just 375cc – though from 1955 that was raised to 425cc as a cost option. In 1960, this engine became the standard fitment, and from 1965 you could order a 602cc engine from the Ami.

The Ami and Dyane would both come along in the 1960s in attempts to build upon the 2CV formula, but the market wanted the basic model – the 2CV would outlive both courtesy of the early 1970s oil crisis and a revived need in Europe for small and cheap transport. Citroën kept producing them in France until 1988, transferring production to Portugal for the final two years before accepting that it just cost too much to make in a new and primarily automated manufacturing world.

As with several of the other cars featured here, it's the earliest ones which are most desirable. We're not going to pretend that the lure of an early 2CV over a later one is entirely down to its bonnet, but it's the most obvious way to identify one. Up until 1960, it was made from corrugated metal, thus allowing the one-piece skin to be both light and strong. This was then replaced by a smoother-looking (and wobblier) version with creases rather than ribs, and pre-1960 2CVs became known as 'ripple bonnets' to enthusiasts.

Heading back to valuations, Hagerty lists a concours 1960 2CV at £17,700, but an equivalent 1959 car at £22,800, showing that the ripple effect is still in force.

FORD CORTINA

When it came to Fords, there were plenty of options we could have chosen. Blue oval fans can get excited about an early 'Broadstripe' Mk2 Escot RS2000s with the FORD grille and rolltop seats, or perhaps a super-early Mk1 Escort GT with an external bonnet release, compression strut front suspension and sticky-out fuel filler. The first Capri 2.8 Injections with the four-speed gearbox and the Carla interior as fitted to the 3.0S appeal too, as does an early Escort XR3. Heck, some even covet the 'dangly' door mirrors on early Sierras.

But we're rewinding to a 1960s legend here, and the Lotus Cortina – or 'Consul Cortina (Developed by Lotus)' to give it it's rather lengthy homologated title (the Consul bit was later dropped). The car came about when Walter Hayes at Ford saw the potential sales benefits in a successful British Saloon Car Championship campaign, while a cash-strapped Lotus was keen to take a step-up in road car production. The two firms already had an existing relationship anyway; the Elan was not only designed by an ex-Ford man in Ron Hickman, but it used a Ford Kent pre-crossflow 1498cc engine topped with aluminium twin-cam head. This was quickly enlarged to 1558cc.

The Lotus Cortina first appeared at the Racing Car Show at Olympia in January 1963, but production took a while to get underway. Ford supplied the painted and trimmed bodyshell, then Lotus did the assembly. With a twin Weber-fed twin-cam good for 105bhp under the bonnet, redesigned suspension, wide steels, disc brakes and a smart interior featuring extra gauges and special seats, the Cortina had plenty of stand-out features. On the outside, the Ermine White paint was enhanced by a trademark green stripe, Lotus badging and quarter bumpers.

The legendary Mk1 bowed out in 1966, with the Mk2 version launched in March 1967 – six months after the rest of the Mk2 range. This time the cars were marketed as Cortina Lotus, and were built in-house at Ford's competition department in Boreham to make them more cost effective. The engine was the same 1557cc unit, but power was up to 109bhp. In all there were 3306 Mk1s and 4093 Mk2s produced.

All are valuable – especially the Mk1 – but the early cars especially. The first 1000 or so used aluminium panels, but these were phased out in mid-1964 when homologation numbers were reached (though were still optional) and the price tag was reduced. Earlier cars also had coil-over rear suspension rather than leaf springs, with trailing arms used together with an A-frame bracket to locate the axle. Stiffening braces were added to the bodyshell, meaning the spare wheel had to be moved, and the battery was also located in the boot. From around mid-1965 though, after the revised 'Aeroflow' Cortinas had been launched, the bespoke setup was replaced by the leaf-spring set-up from the Cortina GT. Naturally the earliest examples are now more desirable – especially with aluminium panels – even if they were not the most reliable when new. In show condition, an aluminium-panelled car can be worth as much as £20,000 more than a later one. ●

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STYLE AND SUBSTANCE

The Jensen Interceptor is an iconic British classic that combines American V8 muscle with crisp Italian styling. We share our buying tips

Born out of fierce disputes in the boardroom, the Jensen Interceptor endured a troubled beginning. Yet despite its rocky start – and the financial turbulence that would later engulf Jensen itself – the car went on to cement its place as one of Britain's most admired grand tourers, remembered fondly long after the company's decline.

At the heart of those early disagreements was its striking silhouette. Originally styled by Carrozzeria Touring and later refined by Vignale, the Interceptor's dramatic profile – complete with that unmistakable glass tailgate – proved as divisive in period as it is adored today. But the appeal wasn't just skin-deep; beneath those bold lines lay mechanicals that gave the car real substance.

Much of the running gear was carried over from the outgoing C-V8, including a thundering 6.2-litre Chrysler V8. Alongside it sat the advanced FF model, boasting Ferguson's four-wheel drive system – a groundbreaking flagship, though ultimately too costly to sustain. Its place was later taken by the SP, a rear-driven variant powered by Chrysler's muscular 7.2-litre V8 with triple carburettors. By 1973, the smaller 6.3-litre unit was dropped, meaning all standard Interceptors gained the bigger engine too, albeit in single-carb form.

Today, the Interceptor still boasts strong specialist support, plus the backing of the Jensen Owners' Club, but on the flip side, it has a reputation as a difficult car to restore. So, what are the main points to consider when buying?

BODY & CHASSIS

Let's begin with the biggest – though hardly unexpected – issue: rust. As with most cars of this vintage, corrosion can affect virtually any Interceptor, so a thorough inspection is essential when viewing one for sale. Wheelarches are a well-known weak spot, as are the front and rear valances, but it's the inner sills that can deliver the nastiest surprises. They're hidden by an outer sill that's purely cosmetic, which in turn is covered by a stainless-steel trim along the bottom of the car. You must remove both to reach the inner sill, where water often becomes trapped. Because it's a structural section, repairs can run to around £4000 per side if they've already rusted through. That said, outer sill panels cost just £85 each and inner sills will run you around £385 a side (both plus VAT), so if you're confident with the welder, the whole job could set you back less than half that with some patience.

The Interceptor's distinctive glass tailgate is another area to watch, particularly in Britain's unforgiving climate. Supported only by two hinges at the top, it can quickly suffer if the weather has begun to take its toll, so any deterioration there needs dealing with straightaway.

Other places of concern are rusty footwells and windscreen surround – the latter helping to cause the former – wheelarches, door bottoms and anywhere else where lead-loading was used to finish off the body during the build process.

If you do uncover a few panels in need of attention, it's not necessarily a deal-breaker – but you must factor the repair costs into your budget and use them as leverage when agreeing a price. Thankfully, Martin Robey acquired the original press tools, meaning replacement panels aren't usually hard to source. One exception, however, is the roof: if corrosion has taken hold there, it's best to walk away.

ENGINE & GEARBOX

The Chrysler V8 is a robust unit with few inherent weaknesses. They'll happily run on E5 unleaded, and as long as servicing has been kept on top of, they're generally very reliable. Minor oil leaks are commonplace on Interceptors, while the sheer heat generated

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in the engine bay can lead to wiring looms becoming brittle and crusty with age. If either issue appears more serious than the usual wear and tear, it will need sorting promptly.

The carburettor will almost certainly have needed a rebuild within the last decade or so, so it's worth checking the history file for evidence. Another known issue is debris in the sump, as small fragments of plastic from ageing components can break off and block the oil pump. A lumpy idle or uneven running can also point to hydraulic tappets being clogged with residue, restricting valve operation.

Transmission-wise, the Interceptor employs the period-favourite three-speed Torqueflite automatic paired with a Powr-Lok limited-slip differential. The priority check is the transmission fluid: it should be bright red, free of particles, and with no sign of leaks. The history file should also confirm that the filter has been replaced within the past five years.

If it's not shifting smoothly, the gearbox bands can be tightened, but if that doesn't cure it then it's rebuild time, which is about £1500. However, you can mitigate the risk by keeping the oil and filter fresh, and most cars will have had a rebuild at some stage anyway. Conversion to the later GM 4L60E four-speed is possible, but the unit – used primarily in Corvettes and Camaros – is rare in the UK and will likely run you more than simply rebuilding the original transmission.

RUNNING GEAR

At the front of the car, you'll find a set of double wishbones with springs and shocks, while at the rear there's a solid live axle on leaf springs. The leaf springs can sag under the weight of the car, so either need to be replaced or re-tempered. These cost from around £300 per side plus VAT.

Replacement dampers are also easy enough to source. A useful upgrade is fitting coil-overs at the back, which relieves some of the load from the springs and restores a proper ride height. They also help the car remain more composed under hard acceleration, whereas the original set-up has a tendency to squat.

A notably advanced feature of the Interceptor for its era is the braking system. Even the earliest models were equipped with discs all round, with later versions benefitting from ventilated units. Make sure to inspect discs and pads for excessive wear, and don't

RICH SAYS...

Richard Morley

Broking Director at Lancaster Insurance, says:

"Blending a lovely American V8 with gorgeous Italian styling and a fantastic nameplate, the Jensen Interceptor is a hugely appealing classic."

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MODEL TIMELINE

1966 - Interceptor makes its debut, styled by Carrozzeria Touring of Italy and powered by Chrysler's big-block V8. FF variant also launched, pioneering all-wheel drive and anti-lock brakes – years ahead of its time, though costly and rare.

1969 - Production moves fully to West Bromwich. Mk2 launched with front bumper now higher and new indicators mounted beneath. Black trim around the headlamps as opposed to body colour with the chrome headlamp bezels removed and a remote opener for the rear hatch operated from within the driver's door shut, replacing the push button on the rear panel. Completely new interior with fresh seats, centre console and dashboard incorporating a glovebox. Air conditioning now offered as an optional extra. Wider Rostyle wheels fitted.

1971 - SP (signifying 'Six Pack') launched, featuring a larger 7.2-litre Chrysler V8 with triple carbs, plus alloy wheels manufactured by GKN and ventilated disc brakes. Revised front grille, headlamp finisher and bumper treatment, interior updated with new seats and door panels, restyled centre console and extra eyeball vents on the dashboard. Air conditioning fitted as standard. Meanwhile, the Interceptor gains the same interior and exterior treatment, becoming the Interceptor Mk3, but still with the 6.3-litre engine. FF discontinued with only a few Mk3s built.

1972 - Mk3 later gains 7.2-litre engine from July, with single carburettor.

1973 - SP discontinued in October.

1974 - Interceptor Convertible with hydraulically operated hood released in March. Mk3 S4 launched with minor details changes, and later a new leather and walnut dash.

1975 - Short-lived Interceptor Coupe unveiled at the London Motor Show.

1976 - Interceptor production ends, following dwindling sales due to economic pressures and the fuel crisis. Production of the regular-bodied Interceptor totals 6408 cars.

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AT A GLANCE

JENSEN INTERCEPTOR	
BODY STYLES	3dr coupe 2dr convertible
ENGINES	6276cc, V8 7212cc, V8
GEARBOXES	4-speed manual 3-speed auto
POWER	280-385bhp
TOP SPEED	135-145mph
0-60MPH	6.9-7.3seconds
ECONOMY	12-15mpg
LENGTH	4724mm
WIDTH	1753mm

overlook the condition of the brake hoses and pipework.

Elsewhere, the OE GKN alloys fitted to Mk3s are attractive but tend to become porous and slightly misshaped. If this is the case, they can be very difficult to balance and will have plenty of weights attached.

INTERIOR & ELECTRICS

The Interceptor is a genuine four-seater, offering a surprisingly generous cabin for what is essentially a high-end sporting GT – though rear legroom can be tight if the driver happens to be tall and needs to put the seat back.

When it comes to buying, interior condition largely comes down to wear and tear. The driver's seat bolsters are prone to scuffing and the foam tends to collapse with age. Fortunately, as with the body panels, most trim and soft furnishings are available new, meaning replacements aren't difficult to source. The real sting is in the bill if a full retrim is required. For a professional job you're looking at somewhere between £5000 and £8000.

The dashboard, on the other hand, is a trickier area – damaged trim here can be difficult, if not impossible, to replace. Walnut dashboards are attractive but tend to delaminate and are also expensive to repair.

Always check the instruments and switches are functioning as they should. Cars equipped with air conditioning also need extra scrutiny; ensure it works properly, as a new system can cost around £1000 if you want to fit an upgraded setup. One final detail is the tailgate release. Operated by a lever near the driver's door, it relies on a cable which can snap – if it does, you'll have no access to the boot. Always test it before committing.

OUR VERDICT

It's difficult not to be captivated by the Interceptor's intoxicating blend of robust, torque-laden Mopar power wrapped in a stylish yet useable body. The experience is much more modern than most expect and more sophisticated, and with its all-round qualities, the Interceptor feels like the sort of car that could easily be used regularly and justify a one-car classic garage. Indeed, few machines deliver quite the same experience – and you'll always attract just the right balance of curiosity and admiration at any classic gathering.

TODAY'S VALUES

Interceptor values vary widely depending on condition, originality and history, but there's evidence to suggest you'll be getting more for you money than four or five years ago. Project cars still surface from around £10,000-£15,000, but restoration costs can easily exceed the finished value. Useable, presentable examples typically command £25,000-£35,000, offering the best balance between affordability and enjoyment. Early cars or SPs can still break £50,000, and if low-mileage, fully restored or with desirable provenance – can easily go well beyond that figure. As with many classics, buying the best you can afford usually makes the most financial sense. ●

OR MAYBE...?

JAGUAR XJ-S V12
Joe Miller,
Head of Video

If gorgeous styling, a mighty engine and charming character are on your shopping list, the XJ-S in V12 coupe guise can match the Jensen in many areas, if not interior space. It'll be cheaper to buy and potentially as expensive to run, but utterly bewitching to those in the know.

OR MAYBE...?

CHEVROLET CORVETTE C3
Richard Morley,
Lancaster Insurance

An American V8 in an eye-catching two-door coupe body can be had for far cheaper in the 1970s Corvette C3. It lacks quite the same exotic look and feel of the Interceptor, but offers a sportier drive, and prices as low as four figures make it a tempting prospect.

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Ford Cortina 1.6GL
Very Solid Example but needs work

Ford Escort MK2 4 Door Project
Very Solid Example. Fortunes Spent

Ford Cortina 1.6L 2 Door
Very Solid Example. Needs cosmetics

Ford Escort RS1800 Replica
Very Solid Example. Fortunes spent

Ford Sierra RS Cosworth
Very Good Original Car

Ford Fiesta Zetec 1.2
Very Good Original Car

Ford Escort 1.3L
Very Good Original Car

Ford Escort 1600 Sport - 50k Miles
Superb Condition

Vauxhall Astra GTE Mk1 - Project
Needs Restored

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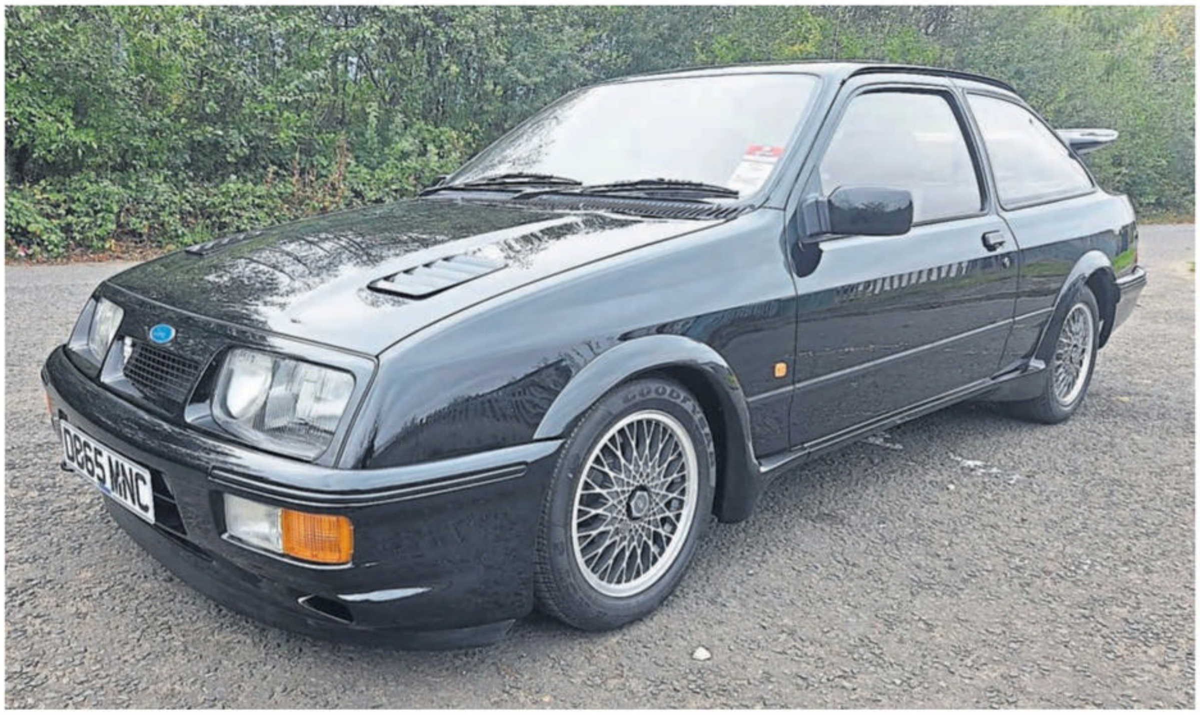
CRAIG CHEETHAM
CONTRIBUTOR

ONE TO BUY

YEAR: 1986
PRICE: £62,995
MOT: July 2026

TECH SPEC

ENGINE: 1998cc, 4cyl
POWER: 204bhp
TOP SPEED: 149mph
0-60MPH: 6.4secs
ECONOMY: 25-32mpg
GEARBOX: 5-spd, manual



Some cars are steeped in legend, and the Ford Sierra Cosworth is one such machine. Proven on touring car tracks and rally stages all over the world, the spicy Sierra was every schoolboy's dream in the late 1980s, and that's reflected in the car's collectability today as those schoolboys reach their 40s and 50s and find themselves with some disposable income.

This one's an absolute corker – a 1986 car from the first year of Cossie production, it was first registered by Route One Ford in Manchester to a gentleman in Hale, Cheshire. It's a standard three-door Cosworth, not an RS500, but it's still a rapid machine, with 204bhp and 0-60mph capability in just 6.4 seconds. That made it as quick as a Porsche 911 back in the day, despite the everyman badge on the tailgate.

It still has a dealer sticker and dealer number plates showing Route One Ford. The car has covered just 55,000 miles from new, which is very well documented through the history file that comes with it. As well as the V5C in the name of the customer for whom the dealer is selling the car, it has old MoT certificates dating back to its first examination in 1989. It also comes with the original Ford service book containing 19 stamps – the last of which was just 400 miles ago and included a timing belt.

Car Cave describe the car as a very good looking low-mileage example and points out that it has only covered 10,000 miles in the last 30 years. It comes with a clean MoT valid until July 2026.

It is reported to be superb underneath and appears to be very original, with no dents, flaky bits or scuffs, and with excellent jacking points – rare on Sierras of any age. The original chassis number is clearly visible on the floor pan and it hasn't been tampered with.

The Raven Black paint was refreshed recently as it was looking a little tired, and the vendor tells us that the results are stunning. The car is reportedly very straight, with good panel gaps. What's more, the wings are original with their date stamps showing, as is the front panel. Unlike many Cosworths, this one is believed to be 100 per cent original and unmodified, highlighted by original cam belt cover and air box under the bonnet.

Inside, it's equally original and unspoilt and is completely standard. The seats appear to be in great condition, as are the door cards, and there's no saggy headliner. The only very minor gripes are a very slight sag in the parcel shelf and a couple of tiny cracks in the dashboard, though it's nowhere near as bad here as Sierras often are.

The car still wears its original alloys wheels, though these have been refurbished and they're in magnificent condition, with high quality tyres that still have plenty of tread.

Overall, this Sierra is a fabulous example of one of the most collectable cars of its era, which isn't going to depreciate in value any time soon, especially not with a car that's this stunningly original and comes with such provenance. ●

CONTACT

Car Cave, Bonnyrigg, EH19 3JQ
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Carcavescotland.co.uk

OR MAYBE...?

LOTUS CARLTON

The car that the Daily Mail tried to ban was a case of Vauxhall using its relationship with Norfolk's most famous sports car manufacturer to reinvigorate its dowdy image – and what a car it was! With a 3.6-litre twin turbo straight six, the Lotus had a top speed said to be in excess of 180mph.

MERCEDES-BENZ 190E COSWORTH EVO

Cosworth also had a relationship with Mercedes as well as with Ford, developing 2.3- and 2.5-litre engines for sporty versions of the 190E. But the gem of the crop was the outrageous bewinged Evo, built for homologation in the German DTM touring car series and hugely collectable today.

LANCIA DELTA INTEGRALE

As much of an '80s icon as the Cosworth, the Delta Integrale dominated world rallying for the second half of the decade and into the '90s. With four-wheel-drive and stunning looks, the Integrale is a very special car and can often be had for less than a three-door Cosworth.

SALES SPOTLIGHT

CONTACT: Pioneer Autos, Chieveley, Berks, RG8 2TX
☎ 07711 509600 pioneer-automobiles.co.uk

CRAIG CHEETHAM
CONTRIBUTOR

ONE TO BUY

YEAR: 1957
PRICE: £5,450
MoT: Exempt

TECH SPEC

ENGINE: 948cc, 4cyl
POWER: 34bhp
TOP SPEED: 80mph
0-60mph: 29.7secs
ECONOMY: 30-40mpg
GEARBOX: 4-spd manual

Austin A35

The Austin A30 and A35's contribution to motoring history is pretty significant, as when it debuted it brought with it the A-Series engine – a powerplant that went on to have a 50-year life as one of the stalwarts of the British motor industry.

The A30 was revealed at the 1951 Earls Court Motor Show, styled by Argentinian designer Dick Burzi and clearly influenced by the curvaceous American designs of the era. Its body structure was designed by T.K. Garrett, who had been an aeronautical engineer before joining Austin. It was of fully stressed monocoque construction, which made it lighter and stiffer than most contemporary vehicles, and also the first Austin to be made in this way.

In 1956, the A30 was replaced by the A35 – almost identical other than a larger rear window, painted grille instead of chrome and a 948cc engine in place of the original 803cc unit. It was a strong seller for Austin – the A30 and A35 achieved half a million sales and were one of the great success stories for Austin and BMC.

This lovely 1957 example is very well-presented having been repainted at some point in its life, and while there isn't a huge amount of history with it, the valuable FO 9150 registration number is original and transferable. The interior displays some patina, but this just adds to the charm of what's a largely original and very appealing car, reported by the vendor to be in good running order and very smart overall. ●

OR MAYBE...?

FORD ANGLIA 105E

Just as the A35 saloon was reaching the end of its life, Ford created its Anglia 105E with a largely similar mechanical layout – an OHV engine, rear wheel drive, lively performance for its size and competitive price. The styling was in real contrast though, with a wholly different and far edgier approach.

ONE TO BUY

YEAR: 1975
PRICE: £7,950
MoT: Exempt

TECH SPEC

ENGINE: 2205cc, 4cyl
POWER: 95bhp
TOP SPEED: 100mph
0-60mph: 15.5secs
ECONOMY: 20-30mpg
GEARBOX: 3-spd, auto

Rover 2200SC

When it made its debut, the Rover P6 was the company's most innovative and radical design yet. Created by an engineering team led by Spen King and Gordon Bashford, it was an ultra-modern, high-quality car that challenged convention in almost every way.

Although not as radical as the engineers wanted it to be – for example, Bashford had said that he wanted hydro-pneumatic suspension and a boxer engine originally – it was created with a monocoque skeleton baseframe, to which all of the outer panels were simply bolted. Not only did the layout make the P6 easy to repair as damaged or corroded body panels could simply be unbolted and replaced, but it also made it a terrific car to drive. Indeed, the P6 remains a fairly modern feeling car to drive even today – far more so than most of its peers. A 70mph motorway cruise is both refined and stable.

So popular was it at launch that, by 1964, the factory was running extra shifts in order to keep up with demand from customers who had embraced the new car, which also won the inaugural European Car of the Year award.

This example is a truly charming thing. A 2200 SC Automatic, registered in 1975, it's one of the later P6s, finished in striking Lunar Grey and sporting the later 'egg-crate' grille. It also has a lovely box-pleat tan fabric interior, complete with a delightful period push-button radio, which is in a condition that makes the 35,500 recorded miles believable.

The vendor reports that the car is in great overall order and that it had an engine rebuild in 2016. It is also fitted with electronic ignition, a recent new starter and exhaust, plus a Kenlowe fan. It comes with a tow bar too, plus a workshop manual and parts list, and the original owner's manual. For the money, it looks to be a lovely example. ●

OR MAYBE...?

TRIUMPH 2000

Once the P6's arch-rival, by the mid-1970s both the Triumph 2000 and the Rover were coming towards the end of their lives, yet they were still highly competitive thanks to being advanced designs to start with. The Triumph perhaps lacks the Rover's dynamism, but is a very pleasant cruising companion and is easy to maintain.

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11305

BMW MINI COOPER

£450. 2007. Failed MOT due to subframe and emissions body is in immaculate condition 4 alloy wheels- unmarked with all good tyres, interior very good, too good to break. Contact for pictures etc. Please call 07713 652261, Berkshire

11416

FORD ANGLIA 105E

£11,950. 1965. Blue/white, blue interior, S/S exhaust, S/S petrol tank, re-wired, Milton suspension disc brakes on front, lots of spares inc. original wheels, many photos available. Please call 07721 010293, Kent

11146

1960 FORD PREFECT 107E RESTOMOD

£17,299. 3 year build with a 1700 Zetec SE engine from a Ford Puma mated to a 6 speed Mazda RX8 transmission through a custom propshaft to a 3.9:1 Cortina GT diff with a Black line LSD and anti tramp bars. Escort front suspension /steering with Gaz coil-overs and spherical top mounts. Rear adjustable Gaz shocks. Bare metal respray in Ford Carnival Red, no rust or rot and all usual 100e areas sorted. Rewired with new guages and switches etc, modern H4 headlamps and electric wipers. Megasquirt ECU. Custom intake, exhaust manifold and system. New cooling / heating system. New brake system with front vented discs, bias pedal box and servo. New wheels and tyres. All new rubber seals, gaskets and weatherstrips. Custom retrim with Alfa Romeo 166 MoMo front seats, new door cards headliner and carpets. Over £22000 spent but ill health forces very reluctant sale. Please call 07583 286246, South East

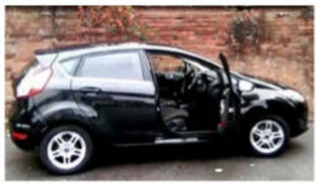
11282

FORD COUGAR

£1,825. 2.5xpack year 2000 last owner 20 years recent service and brake overhaul and new drive shaft. 12 months MOT lovely car. Please call 01597 851539, Powys

11167

FORD FIESTA



£1,995. "£20 a year tax", 998cc Zetec petrol 5-speed, ULEZ ok, 2013, diamond metallic black, MOT 10th Sept 26 no advisorys, 105,111 miles, red winter antifreeze checked to minus 7 degrees, Ford R.D.S, radio CD Sony quad, 5 spoke alloys, always garaged can deliver anywhere, no texts please. Please call 07895 192682, South West

11439

BEWARE SCAMMERS!

We value your advertising and want to remind you be aware of scammers. Scammers are clever and can often seem genuine so please remember :

- Kelsey will **never** contact you to upsell your free advert to a paid for one.
- Do not share any financial or personal information with people you do not know.
- Kelsey are not responsible for any transactions between seller and buyer.
- You can report scam calls to us via email at **cars@kelseyclassifieds.co.uk**

Stay Safe!

The overwhelming majority of car sellers and buyers are honest. However as with everything else in life, there's a tiny percentage that aren't. However it's dead-easy to protect yourself from fraudsters by using a bit of common-sense...

ADVICE FOR SELLERS

● Stay safe! Don't give a buyer your address until you know they are definitely coming to view. Better still, give them the general location only at first and ask them to phone for the full address once they are close.

● Always arrange a specific time for viewings – don't accept vague 'I may come sometime today' type arrangements.

● Serious buyers will want to examine the car fully – that's fine and you should be prepared to answer fully and honestly any questions a buyer may have about the car. Be wary though if they try to steer the conversation towards more general matters concerning you and your family. Similarly, while a genuine enthusiast will probably be interested in your other cars, so will a would-be burglar.

● Test drives need to be handled with care – on the one hand it's perfectly reasonable for a serious buyer to want to drive a car before buying, but you need to remain in control. Make sure they are insured to drive your car too, bearing in mind that 'driving other cars' clauses on insurance policies normally cover only third-party risks, not damage to your car.

● Ensure you drive your car first to demonstrate controls (etc.) and then, once you are at a suitable place for the buyer to drive, get out, taking the keys with you, and hand them back only once you are back in the car.

● Do not accept a personal cheque from someone you do not know; there is no longer any guaranteed clearance time, and a cheque can now 'bounce' at any time – even weeks after it's been banked – if it's discovered to be forged.

● Don't get involved in any complex arrangements involving giving 'change' for a payment that's more than your asking price, especially involving overseas buyers or transfers using methods such as Western Union – these are almost always fraudulent.

● Be very wary indeed of anyone calling and trying to sell your advertisement in another publication. Such publications don't always exist, and claimed distribution figures will often be vastly exaggerated. Calls are also often recorded as 'evidence' of a binding contract.

● Above all, trust your instincts! If something seems dodgy or not quite right to you, then there's a good chance you're right.

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LANCASTER INSURANCE

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ADVICE FOR BUYERS

- Start by asking 'is the car for sale?' If the seller is a trader pretending to sell privately, they will need to ask you 'which one?'
- Be suspicious of a car that seems cheaper than it should be; if something seems too good to be true then it probably is.
- Be wary of sellers who can only be contacted via a mobile phone or an easy to obtain email address such as hotmail or gmail. They may 'disappear' once they have your money.
- Ask lots of specific questions about specific model weaknesses such as "is there any rust around the headlights", and listen carefully to the answers; do they actually have the car?
- Never, ever send anyone money for a car that you have not seen. Crooks sometimes advertise cars that don't exist solely to collect deposits from would-be buyers.
- If you're suspicious that someone is trying to 'sell' a car they do not own, ask them to email or send you a photograph of a specific parts that they will not be able to provide without having access to the car. This isn't 100 per cent foolproof – a fraudster may have access to a car he doesn't own – but it can help.
- Always view the car at the seller's home address. If they want to meet you in a car park or bring the car to you they may be trying to prevent you finding them again.
- Does the name and address on the V5C match the sellers name and address? If not, why not?
- Always check the chassis number/Vehicle Identification Number (VIN) on the registration document matches that on the car. A proper data check is also essential to avoid buying a car that's stolen or an undisclosed insurance write-off.
- No registration document? Don't accept excuses, don't buy the car!

FORD "AUTO" FIESTA 1.4

£1,895. 5 door petrol, 2004, 57,400, 6 service entries, gearbox oil just changed July 25, cambelt kit May 2024 £350, heated screen, Ford 6 channel RDS digital radio CD, MOT no advisories 10th July 2026, fully anti freezed, always garaged, no accidents, can deliver anywhere. Please call 07754 688636, South West

11313

FORD 7 SEATER

£1,395. 2 litre petrol Zetec 5-speed manual "S" max 2008, dove grey, MOT 26th September 2026, Ford 6000 6 channel, radio quad CD, alloys, no accidents, 4 elec windows, 163K hence £1395 can deliver anywhere, no texts. Please call 07895 675851, South West

11403

FORD COUGAR V6

2000, £1,495. Ford Cougar 2.5 V6, 2000 157,000 miles manual 10 months MOT, 4 new tyres, bootspoiler, & lots of history. Drives great. Please call 07837 903452, Essex

11397

FORD FIESTA

£3,295. Titanium 1 litre eco, 60 mpg, 5-speed manual 2014-64 plate, MOT 27th July 2026 no advisorys, 104000, original showroom brochure, keyless car, no accidents, always garaged, 16 inch Ford alloys, can deliver anywhere. Please call 07895 192682, South West

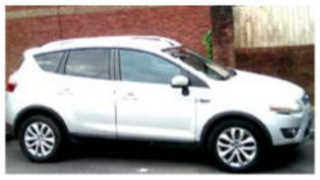
11411

FORD FIESTA

£995. 1.2 petrol 5-speed "ULEZ car" Azure Metallic Blue 2007, full MOT, 135K with service history, Ford RDS radio CD, can deliver anywhere, no texts please. Please call 07544 181832, South West

11341

FORD KUGA



£1,395. 2 litre diesel 6-speed manual, 2010 "Titanium", silver, 8 service stamps, full MOT, no accidents, stunning car, garaged, 2 keys, 4 good 17 inch tyres, 4 elec windows 132k hence £1395 can deliver anywhere. Please call 07895 192682, South West

10860

PININFARINA FORD FOCUS

£2,295. 2 litre petrol 5-speed hardtop convertible 2008, full MOT, 128K, two keys, brown/bronze, service history RDS Ford Radio CD, absolutely stunning, can deliver anywhere. Please call 07754 688636, South West

11342

GINETTA G31

£3,995. 1989 Ginetta G31, black, new MOT, unleaded, 2LT. Pinto, owned 13 years, 2 owners, v. low miles, factory s/roof, powder coated alloys, file to include original purchase invoice, garaged, very rare car! Please call 07972 031236, Sheffield

11303

HILLMAN SUPER MINX ESTATE 1965

1965, £4,950. This car had a restoration, including a bare metal respray in twopack in 2017 by the mechanic owner. Dry stored since then. I bought it a year ago, but health problems mean I can't get in or out of this amazing car. It has had new tyres, new carpets and most of the weather strips have been replaced. The interior is lovely, with just a small imperfection on the driver's seat. The car looks wonderful, but will need light recommissioning before it can be driven on the road. Very little needed to get it ready for next season's shows! The speedo shows 56k and the engine is 1725cc with overdrive on 3rd and 4th. A couple of letters have come off the bonnet, but I have them. The car comes with loads of spares. It has been started regularly and sounds sweet. Its colossal load space and split rear hatch make this a very useful car too. Viewing is essential. Easy location: WD6 Borehamwood, NW London. Please call 07891 556397, Hertfordshire

11435

HONDA "AUTO" BALLADE

£1,995. 1.5 petrol 4 door E-1988, Platinum Silver, 85 B.H.P. MOT Feb 26, 84000, booklets, brochure, cream velour seats, manual choke, wind up windows, radio cassette, can deliver anywhere. Please call 07544 181832, South West

11195

HONDA "AUTO" JAZZ

£1,895. 1.4 petrol 2008, 12 services, 3 previous owners, HPi clear, ULEZ ok, e-windows, 2 keys 2 new tyres, full MOT, RDS radio cd, always garaged, 149k hence £1895, can deliver anywhere, no texts please. Please call 07895 675851, South West

11278

HONDA CRV 2.2

£1,595. 6-speed manual S.E. Diesel 2007, MOT 17th April 2026 with 9 service stamps, 2 keys, 4 e-windows, willow metallic light green, boot big enough for wheelchair, recent battery, radio quad cd. Please call 07927 069352, South West

11197

JAGUAR "AUTO" SPECIAL EQUIPMENT 2.2 DIESEL

£2,750. "X" Type 2009, miles 96200, 12 services, MOT 28th May 2026, full cream leather upholstery, optional alloys, two keys, touch screen radio, icy cold air conditioning, winter antifreezed, no accidents, always garaged, absolutely stunning, can deliver anywhere. Please call 07895 675851, South West

11312

JAGUAR XJS 5.3 HE

POA. 1982. Open to offers. Black XJS. Cream interior. 5.3 V12 HE engine. Currently SORN following MOT fail. Not driven for over a year previously, engine ran well. Issues with rear suspension. Would need to be collected. Please call 07830 171857, London

11295

RED 1994 JAGUAR X300 XJ6

1994, £1,000. Project X300 XJ6 up for grabs. The Jag is very good mechanically. Engine and gearbox superb. Bodywork really not bad. Bit of lacquer peel here and there. Small amount of bubbling but not rotten like some of these you see at this price range. Needs tyres really due to their age. Mileage reading on dash has LCD fade as does clock, climate control and radio. All still functioning bar the radio. Good project for someone. Some history including new alternator fairly recently. Please call 07917536479, Suffolk

11216

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LANCASTER INSURANCE

JAGUAR XF 2.7 V6 DIESEL 01.05.2008 PREMIUM LUXURY

£3000. Finished in Lunar Grey with Dove Leather. 51535 miles, 1 previous owner, full detailed service history, recent cam belt change and tyres. Very high spec including keyless entry, reverse camera, spare wheel, memory seats, Xenon Headlamps, heated windscreen, blind spot monitor. MOT 27.11.25 £3000 ono. Please call 07815 040038, South West

10461

JAGUAR XJ LWB 5.0 V8 PREMIUM LUXURY 08.12.2010

£17000. Finished in Polaris White with Carbon Fibre Trim and Black Leather Memory/heated/cooled seats front and rear, 29302 miles, 2 previous owners, full detailed service history, recent service and Tyres. Very high spec including keyless entry, reverse camera, spare wheel, Xenon Headlamps, blind spot monitor, adaptive cruise control, panoramic roof. Stunning example of a very rare XJL MOT. £17000 Ono. Please call 07815 040038, South West

10460

1998 JAGUAR XJ8 (X308)

1998, £10,950. This Jaguar XJ8 is in superb condition and is original and unrestored. Full Service History. 3 keys and all owner documents as supplied by the dealer. Upgraded Timing Chain Tensioners fitted. Water Pump replaced. Gearbox Oil replaced at 57,000 miles. Five new Michelin Primacy tyres fitted 2022. No Corrosion. Krown Rustproofing Professionally Applied. Airconditioning and all electrical features work as they should. This is the comparatively rare 4.0 litre version of the XJ8. Full Ownership History. Celebrity First Owner and in that family for 23 years. Concours class win in 2023. Annual Service and MOT done on 26 August by marque specialist Tom Lenthall ready for this XJ8's new owner. Please call 07831896235, Hampshire

11272

JAGUAR MK 5

£9,000. 1949. A good example but not pristine some paint work needed. Runs holds 40 PSI on tick over brake servo flashing ind., and alternator fitted. Door bottoms need attention. Please call 07958 339737, London

11447

LAND ROVER FREELANDER

£1,295. 125,000 miles. Diesel automatic silver 2006, alloy wheels, electric windows air conditioning, new brakes, 5 door, serviced 12 months MOT, rare Freelander diesel automatic, excellent condition. Please call 07527 446242, Wales

11450

LAND ROVER SERIES 3

£8,500. SWB hard back windows and seats at rear 1973 Tax and MOT Exempt TDI engine new battery prop shaft tyres. Please call 07476 979536, St Anne's

11214

LANDROVER DEFENDER

£14,995. Started life in 1986 as light aircraft support vehicle for MOD. Very special vehicle totally rebuilt in 2016 by Trojan 4x4 and the retrofit engine is the bombproof Defender 200 TDI with 5-speed LT77 gearbox. Chassis, axles and diff guards are all galvanised. MOTd to June 2026. Extensive documented history - call for more details. Superb vehicle. Please call 07872 452483, Cheshire

11200

LAND ROVER TDV6 DIESEL

£2,995. 6-Speed Manual Discovery 2007. Two previous owners. No accidents. 79,000. Service History. MOT 20th September 2026. Alloy wheels. Full Cream Leather. Showroom brochure. Cost £30,300 new. Can deliver anywhere at all. Please call 07895 675851, South West

11316

LOTUS EXCEL

£3,995. 1982. Finished in white/cream car complete, engine out of car needs finishing some parts to complete rolling project best offer to sell, needs traling away. Please call 07754 750766, Staffordshire

11292

LOTUS ELAN 1972

1972, £30,000. Elan + 2 S130. Full restoration completed 2017 including Lotus galvanised chassis and sills. Lemon yellow paint with metal flake roof. 5-speed conversion, Spyder Engineering driveshafts, full re-trim, new chrome and lights, new dashboard and more. Please call 07432486511, East of England

445

1983 W123 230 TE AUTO

POA. First class original condition near concours mot and tax exempt and ulez, sensible offers. Please email john.melville7@btinternet.com. Please call 01883 348187, South East

11412

MERCEDES 115 SALOON

£7,500. 1973. 220 petrol converted to 2.5 diesel years ago, paper work from DVLA to confirm swap. P/steering, auto very solid car, car is MOTed. Please call 07931 235391, Essex

11188

MERCEDES C CLASS 1994 TO 1999 WANTED

Wanted. Mercedes C. Class 1994 to 1999, saloon. One or two owners, low mil, must be excellent condition, auto, prefer white in colour, will travel. Please call 07787 802941, Manchester

11366

MERCEDES 230 SLK

1997, £1,950. 1997, 69K mileage, no bodywork rust, very clean underneath, MOT till March 26. AMG wheels and sill trims. AMG exhaust. Original handbooks, some service history including old MOT certs. Very tidy interior. Headlining just starting to become unstuck in places. 3 keys. Retractable roof in perfect working order. Spare wheel which has never been used. Original toolkit and First Aid Kit. It's just no longer practical for my needs. Please call 07796575366, Wiltshire

11220

MG MGB GT

£5,400. 1979. Right hand drive, overdrive, Mota-Lita steering wheel, Webasto roof, fully serviced and MOT. Very solid car. Please call 07584 052317, Hertfordshire

11307

MG3

£1,395. 5 door 5-speed manual 1.5 petrol, 59,900 miles, Dec 2013 last service at 59,500 timing chain replaced, at 48,800 £416, full black leather, Sept MOT, full book pack, showroom brochure always garaged, includes private plate, can deliver. Please call 07955 141372, South West

11314

MGB

£2500. 1972. MGB in red, many new parts, ill health forces sale. Needs work to finish or use. Heritage certificate. All history. Please email motorbikeclark@gmail.com. Please call 01403 267484, West Sussex

10564

1979 MG MIDGET

£4,500. Professional body rebuild photos. Chrome bumper conversion. Electronic ignition. Excellent paint. Unleaded. Oil cooler electric fan, reground crank. Spare engine and box. North Wales. Please call 01978 790820, Denbigs

11426

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LANCASTER INSURANCE

2012 MINI COOPER 1.6 PETROL

POA. Ice Blue/White Roof. 71,000 miles from new and full service history. Recently serviced and new Pirelli Tyres. Mot January 2026 (would put new Mot if required). Superb condition and drives great. Many more pictures on request. Please call 07597 558303, South East

11289

1982 MINI HL AUTOMATIC

1982, £12,950. 7,500 miles from new. Purchased by me in 2020 from a garage that had recommissioned the car following a 30 year period unused. The garage attended to the following: Wheel Cylinders. Brake Master Cylinder & Brake Hoses. Radiator. Fuel Pump, Fuel Tank & Sender Unit. Water Pump. Exhaust. Cylinder Head Removed, Unleaded Conversion & De-coke. 4 New Tyres. New Battery. New Points, Condenser, Seam Trim, Oil Filter, Oil, Wiper Rubbers, Spark Plugs. I have had the suspension replaced with new cones and also electronic ignition was fitted by Minisport in Padiham. I have added a pleasurable 3000 miles to the original 4,500 miles and can report that everything works well. The car is totally rust free, with original panels and paint. Although only used by me in dry weather, I took the precaution of treating the wheelarches and rear subframe with Waxoyl to prevent possible corrosion in the future The last MOT was at 5, 831 miles in June 2022. Since then it has been registered as a Historic Vehicle (free road tax and MOT exempt). Please call 07977582816, Cumbria

11263

WANTED MK1 MINI OR ANY MINI

Wanted. Any condition, unfinished project, parts etc. Will collect. Please call 07979 406536, Yorkshire

11265

MORRIS 1300

1968, £2,800. Classic Morris 1300. Good condition for its age. Lots of work done to it, stainless steel exhaust and some accessories. Drives well. Selling due to disability. MOT and tax exempt. Some paperwork included. Please call 01865 711410, Oxfordshire

11205

NISSAN 1.3 CHERRY GS AUTOMATIC

POA. 1985. MOT til 20th Dec 25, soon to be tax and MOT exempt, spares car to go with it, needs some bodywork restoration, good runner. Please call 01872 273786, Cornwall

11238

PEUGEOT 406 2.0L HDI

£2,000. 2001. 2 owners. Always garaged MOT April 2026. Well looked after dry use only. Maintained serviced bills etc sold with lots of spares. Lovely show car and very reliable. Please call 01915 867991, County Durham

11372

PROJECT / PARTS CAR VOLVO 480 ES - FREE

POA. 1994 Volvo 480ES 2.0, 70,000 mls, project/parts car, SORN 12yrs, £zero. Good engine, gearbox, interior, sun-roof, etc. Major underbody rust throughout. Complete car. 25 miles from Edinburgh. Please call for pics and details. Please call 07801 445132, Kinross

11358

PORSCHE 912

1967, £57,500. Champagne Yellow and black vinyl interior. California import, rust free and unmolested survivor in wonderful original condition. Serviced, MOT'd and registered in UK - new battery, brake calipers, master cylinder, headlights, UK indicator lenses etc. First registered 18/07/1967 in San Rafael, California, three owners, imported to UK in 2017 and dry stored. Complete documentation, service history and every receipt since 1969, service book, original owner's manual, original key fob, plates, hubcaps and even the touch-up paint tin. An exceptionally complete and original California survivor in wonderful rust-free condition. Please call 07949105338, London

11335

PORSCHE 911 996 C4S

2002, £14,000. Has a very good mechanical history with a lever arch file of commissioned invoices to support the works carried out to date. Recently benefited from all belts and pulleys being replaced with all fresh fluids including gearbox and a general tidy up of the brakes and suspension systems. Please do not let the mileage put you off as this vehicle has been very well cared for during its enthusiast ownership. It starts on the button first time everytime even after periods of being cocooned in our temperature controlled storage unit due to preventative measures taken in addition to its regular service cycles. We have enjoyed having this unmolested example as part of our fleet for a fair few years and is now ready to go to a new home. The bodywork is straight and interior has been preserved well despite its age in keeping with the original specification. There is an up to date Bluetooth/DAB head unit professionally installed and compatible with Apple Carplay for ease of use in today's modern world. All genuine enquiries and offers considered. Please call 07989961039, Leicestershire

11261

PORSCHE 968 COLLECTABLE

1995, £18,000. This has been well looked after and has a very good mechanical history with a lever arch file of commissioned invoices to support the works carried out to date. It starts on the button first time everytime even after periods of being cocooned in our temperature controlled storage unit. The bodywork is straight and interior has been preserved well despite its age in keeping with the original specification. Please call 07989961039, Leicestershire

11260

RARE BLACK WITH TAN LEATHER AUDI

2005, £5,250. Well-loved and carefully maintained Audi TT Roadster. Selling reluctantly due to back problems. ULEZ compliant. 2005 model. MOT until next year. Bose sound system with face-off stereo. Good condition inside & out. Regularly serviced and well looked after. This car has been a joy to own and is ready for a new home. Please call 07961376541, Whitton

11262

RENAULT TWINGO GT

£995. 1149cc petrol turbo, 100 brake horsepower 2008, full MOT, 9 services 4 at Renault electric windows, remote locking, star silver, elec windows, alloys, 147K, can deliver anywhere, no texts. Please call 07955 141372, South West

11402

1962 ROLLS-ROYCE SILVER CLOUD 2

£32,000. Finished in Tudor grey over Black pearl with a lovely tan interior. Lots of history. Maintained by RR specialist with over £30k spent to make this a lovely driving car. Please call 01142357842 or 07484736036, South East

11275

ROLLS ROYCE SILVER SHADOW

£28,000. T-Top convertible. 4 Door 1973. 87.000 Miles. Used as wedding car for 15 years, imported from South Africa. No rust, White Colour, red interior, white hood. Number plate not included in sale, but could be purchased. No offers. Please call 07989 168996/ 07799 530729, South East

11255

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Especially TRIUMPH : Stag, Dolomite, TR4, TR5, TR6, TR7, TR8, 2000/2500 and Sprint

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LANCASTER INSURANCE

ROVER MINI (1990-2000) WANTED

Wanted. In good condition, ideally with low mileage and a detailed history, preferably Cooper, Cooper Sport or special edition with 1275cc engine, nationwide collection. Please call 01932 640113, South East

10844

ROVER P4 90 SALOON

£3995. Year: 1958. Mileage: 71,000. Grey, red leather interior, manual, overdrive, 71,000 miles, alternator conversion, power steering, recently serviced, drives very well, nice example, attention needed to paintwork, hence £3995. Please call 07746 859178, London

11080

RUNNING RESTORATION PROJECT

2002, £4,000. 12 months MOT. 81400 miles, will increase as car is being used. No rust no dents. Good engine & gearbox. Good tyres on 20" BBS split rims (need refurb). New alternator last year. A few electrical gremlins & requires paint work due to being keyed. Sold as a running restoration project. Please call 0126875458, Essex

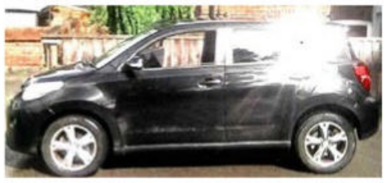
11271

TOYOTA 1.6 AURIS

£2,250. "ULEZ car" "automatic" petrol 2008, 105000 with service history privacy glass, electric windows, 2 keys, 9 spoke alloys, quad radio cd, MOT October 2026, can deliver anywhere. No texts. Please call 07793 057069, South West

11438

TOYOTA 4X4



£1,895. 1.4 diesel 2010 urban cruiser 6-speed manual 108000 8 services, cost £18500 new, full MOT, no accidents, icy cold aircon, built in voice sat nav, 4 elec windows, alloys, no texts, can deliver anywhere. Please call 07895 675851, South West

11277

2 TRIUMPH TR7,S

£2,500. 66/88. For sale two Triumph TR7s. One rust free coupe one donor convertible. V5C,s both cars V8 bonnet on coupe. £2500 for both. Buyer collects. Please call 07938 749614, Isle of Skye

11246

VAUXHALL ASTRA 1-6L

£1,500. 1989. 5 door Estate car petrol engine 5 speed gearbox on SORN non-runner two owners from new. Please call 01932 225027, Surrey

11163

VAUXHALL 1.4 PETROL ASTRA

£1,695. 1362cc 6-speed manual, 2013, 82300 miles, new clutch £831, alloys, e-windows, MOT March 26, Arctic Metallic Silver, retail £4350, private £3590 all HPi clear, can deliver anywhere. Please call 07895 675851, South West

11191

VAUXHALL INSIGNIA

£995. "Cheap tax" £35 2012 2 litre 6-speed manual diesel. 12 services, cambelt kit done 82000, 122000 now, 45 mpg, smart radio quad, starts first time, full book pack instructions, showroom brochure, MOT 19th March, always garaged, can deliver anywhere, no texts. Please call 07754 688636, South West

11401

VAUXHALL MOKKA

£1,495. 1.6 petrol 2014 5 door, special equipment, full MOT, full black leather, alloys, good tyres, 1 owner lease car, 11 services, cambelt kit and waterpump December 2023, no accidents, 2 keys, metallic velvert red, can deliver anywhere, no dents or scuffs. Please call 07544 181832, South West

11343

VOLVO 240 SE ESTATE

£1,500. 1992. Garaged 9 years, no MOT but in running order (suit budding lovejoy) many spares, buyer collects. Please phone after 6pm weekdays. Please call 01316 572108, Edinburgh

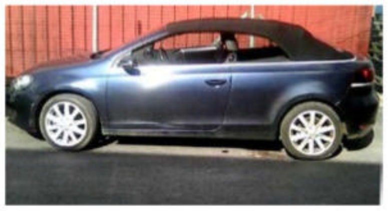
11165

VW "BLUEMOTION"

£2,995. 6-speed manual Golf diesel 55mpg, 2012, Pacific Blue, MOT 7th Oct 2026, no advisorys, 9 services, last Aug 2025 £146, full black leather, two keys, 4 good tyres, no accidents, 2 owners, valuation £3375 so £2995 and stunning, can deliver anywhere, no texts please. Please call 07754 688636, South West

11405

VW GOLF



£2,495. 1968cc diesel bluemotion 6-speed manual 2012, pacific metallic blue, MOT October 2026, 113,100 miles, 9 services, last August 2025 £146, two keys, full black leather, 4 good tyres, valuation anywhere £3375, £2495 can deliver anywhere, no texts please. Please call 07754 688636, South West

11404

VOLKSWAGEN GOLF MK3 CABRIOLET 1996

£2650. P in red / black cloth trim 67000 miles only with a box full of history very original car recent mot auto box electric hood. Please call 01652 678417, Yorkshire and the Humber

10867

VOLKSWAGEN TYPE 2 WESTFALIA

£13,500. 1972. Owned by me the last 31 years, restored 13 years ago, solid van. Runs well 1641cc engine. 3 different awnings. Needs slight T.L.C. Original interior. Please call 07754 153266, Gloucestershire

11293

VOLKSWAGEN TRANSPORTER T4

£12,000. 1996. Autosleeper, LWB, 2.4 TDi, 2+2 berth. Shower. Toilet, hob, grill, fridge, heating, swivel seats, windout awning and drive away awning, clean condition. 68,000 miles. Please call 07434 952847 or 01617 736518, Manchester

11423

1973 VOLKSWAGEN BEETLE 1303S

£6,500. Owned and dry garaged forty years. No winter use. Mileage 87300 miles, reconditioned engine and gearbox 2009, 1100 miles since. New clutch/brakes. New tyres. Road Tax free. New MOT. Please call 07712 184726, London

11311

VW CARAVELLE T4 MODIFIED CAMPER

£3,995. As above the vw has fitted a full width double bed/bench seat, with 3 belts, captains chairs, new Mot, fully serviced 2.5, 5cyl. Tdi. Miles 215000. Instant starter, extras, side steps, tow bar, front tyres, battery, full black curtains, portaloo. It's a good people carrier or weekend camper. Email pocknellmike@gmail.com. Please call 07783 723124, Dorset

11437

VOLVO 940 ESTATE 2.3 GLE 1990/92 MANUAL WANTED

Wanted. Or 2001/4, V40 diesel estate manual in VGC. Please call 07986959015 with details, South East

11359

WOLSELEY SIX AUTO

£3,500. 72 & 75. For both cars, both are Demask red one is a none smoker vehicle, main bodies are good, one has new hedling and new leather seats. Please call 07368 916242, West Midlands

11245

WOLSELEY HORNET

£3,000. 1969. MWM 305H Daily Driver-good condition log book in my name drive away. Please call 07799 754761, Preston

11310

XJ8 V8 SPORT AUTO

£3,500. 4 door saloon, Petrol, 3555cc. Colour Black. It's had 2 previous owners. Currently has a personal number plate which is being transferred - original is BK54CVV. Bodywork, tyres and interior are in good order. The mileage is around 124,000 and has just received a new 12 months MOT (September 2025). Any inspection welcome. Please call 07961 681863, South East

11280

XK 5.0 ARTISAN SPECIAL EDITION

2012, £19,500. 41,000 miles (62plate) £20,000. Full JSH. Rhodium silver. Navy leather upholstery with tan piping. Please call 07528666610, Nottinghamshire

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LANCASTER INSURANCE

TRUCKS/LORRIES

1967 SERIES 2A LAND ROVER

£10,250. Used daily petrol engine Severn seats. Retirement sale. Please call 07906 006172, Cornwall

11344

1984 LEYLAND FREIGHTER TANKER

£2,000. Cab rotten. 410 engine. 6 speed crash gearbox. Ideal for spares. Please call 07714 155203, Wrexham

11441

1995 M REG SCANIA P93M 220

£16,000. 1,529000km. Refurbished 2015 and dry stored since. MOT April 2026, new clutch fitted, many spares to accompany vehicle. Runs and drives perfect. Please call 07720 38599, North Wales

11353

8 WHEEL ATKINSON BULK TIPPER

£5,000. 1974. 180 Gardner. David Brown Gearbox. New clutch and flywheel. Reconditioned fuel pump. Cab partly restored. Selling through ill health. Please call 07831 547860, Wiltshire

11370

AEC MAMMOTH MAJOR 8

1976, POA. AEC ergomatic Mammoth Major. Full restoration needed body is scrap cab is very restorable. Runs and drives. Last chance otherwise it will have to be cut up. Call for more details. Please call 07788885274, South East

11201

ATKINSON SEARCHER

£5,000. 1974. Atki searcher 6x4 last owner 30 years. Need work. Starts runs and stops. Few problems. 7'-6" tail board. Aluminium only 1 corner post. £30. Leyland/Scammell wheel trim £20. Please call 01634 315687, Kent

11371

BEDFORD CA

£1,750. 1956, 46600 miles. Genuine van old paperwork, no welding, kennex conversion, good runner, not used much now hence sale, new tyres, few spares inc. Please call 07923 099041, Lancaster

11373

BEDFORD SCAMMELL

POA. 1950, perkins p6, c/w option of low loader trailer, with detachable rear axle, or taskers drop side trailer. Please call 01207 233141, South East

11380

BEDFORD O TYPE SWB TIPPER FOR RESTORATION

£4,000. Stripped down for painting, cab needs a little work, floors, and doors mainly, chassis needs paint, chassis had a repair where they all go, but can't see it, all tipping gear present, Bedford 214 petrol engine and box, complete running, springs, axles, present etc, hard to come by original correct headlamps with fluted lenses included, and pair original lucas front side lamps, clocks, ign switch, prop shaft, fuel tank, clayton dewandre brake servo, etc, the list goes on, 95% all there, missing bonnet, and side panels, most missing parts available on e bay, needs new tipping body building, important bits present, very rewarding project for someone, be a shame to split, no paperwork. Please call 01207 233141, South East

11381

COMMER MAXILOAD

£3,250. 1969. Commer Maxiload two stroke six wheel bulk tipper, long term dry stored, running order, ready for restoration. Please call 07768 286758, Suffolk

11355

DAF 1700

£4,500. 1986, 200km. Tilt and slide in good working order MOTed 7 ton winch 23ft body can carry 6 ton load. Please call 07801 442626, Cheshire

11374

FORD P100 PICK UP

£6,000. Year - 1991. Mileage - not required. Restored 3 years ago. 1.9 turbo diesel. White. Full service carried out including cambelt. Please call 07714 155203, Wrexham

11440

FORD TRANSIT CAMPER

£2,900. 1987. 79000 miles. Ford Transit Camper Van petrol. Fair condition. MOT till June 2026. Please call 07796 628908, West Midlands

11375

FORD THAMES 307E, 309E, OR ANGLIA VAN WANTED

Wanted. Any condition. Please call 07751 243693, Aberdeenshire

11365

LEYLAND FREIGHTER

£7000. 1985. Mileage: 250,000. MOT until July 2026, all good tyres, 21ft long, 17t gross. Extremely clean & tidy all round. Award winning truck. Please call 07557 344727, Tranent

11394

LEYLAND OCTOPUS

£4,250. 1965, 600 Engine, LWB Eight Wheeler, ex Tanker, Power Steering and full airbrakes, cab is repairable. Runs and drives and re advertised due to time waster. Please call 07879 210001, Huddersfield

11356

MERCEDES-BENZ 310

£7000. 1993. Mileage: 285,000. MOT 12 months, 5 cylinder engine, 5 speed gear box, power steering, drop side body. New brakes, steering & shockers. Immaculate condition inside and out. Please call 07557 344727, Tranent

11395

PARTS

1939-47 COMMER SUPERPOISE PARTS WANTED

Wanted. Anything considered, give us a call. Please call 07944 114235, Somerset

11406

BEDFORD J TYPE NEW BLACK ROOF LINING

£130. Made from genuine card. Can post. Paypal or bank transfer. Please call 07749 586757, Surrey

1293

MGB GT PARTS

£75-£545. Pair new rear wings. Been tacked on then removed no damage. £545. Front rubber bumper. Excellent. £75. Fibreglass one piece centre console radio console with arm rest new unused. £80. Please call 07984 681429, South Yorkshire

MGB/GT BUMPERS

£40-£55. Used valances rubber bumper one metal £50. One fibreglass £40. Chrome bumper. One metal £55. Two fibreglass £40 each. Please call 07984 681429, South Yorkshire

TOOLBOXES

£120. Snap on six drawer. One Cantilever. One Stanley plastic 24 inch. All with various tools and sockets. Three level tool trolley. Norbar 800 inch drive torque wrench. Ring for full list. £120 the lot. Please call 07984 681429, South Yorkshire

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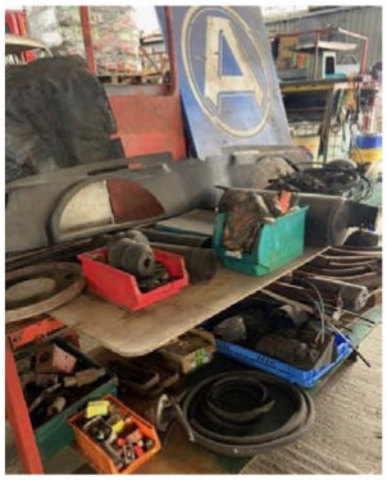
LANCASTER INSURANCE

TRIUMPH/MGB PARTS

£50-£350. Triumph Stag 5 spoke alloy wheels with 185 60 14 tyres with full set MGB black LE nuts £350. Original high back seat in black £50. 1 pair MGB stainless oversills £60. Please call 07984 681429, South Yorkshire

ATKINSON PARTS



£900. Many different parts for sale some new and some old. Please call 07786 543698, Cambridgeshire
11442

BEDFORD W TYPE, O TYPE, TK VARIOUS PARTS

£1000. Various parts for sale. New & used Job Lot. Please call 07786 543698, Cambridgeshire
11443

MORGAN THREE-WHEELER PERSPEX AERO SCREENS

£75. I have a pair of Morgan three-wheeler Perspex (or possible Polycarbonate) aero screens in scratched but otherwise good condition, however they passed the MoT in situ. They came from my modern M3W and maybe suitable for other makes of trikes. Cost new would be (would you believe) £650 with fitting labour costs. I'm just asking £75 + £5 p&p for a quick sale. I also have some very nice Morgan promotional fold-out brochures including the M3W, Aero 8 and classic range etc. All in mint condition kept in plastic wrappers. Please ask for details as I need to clear-out cheap! Email me Geof on: ggweiner11@gmail.com. Please call 07890 836734, East Sussex
11153

SU CARBS

£2,350. Big carb conversion for e type v12 no more hot starting problems better MPG much better performance ready to bolt on £2350 inclusive of delivery. Please call 07395356562, Newcastle
10872

ALFA DUETTO BOATAIL

POA. Best offer. 1967. Failed resto. Company vanished. Not a viable resto but possible skilled enthusiast job. Rolling chassis and all required new repro panels no engine. V5 included. Viewable Derbyshire. Please call 07785 280692, Derby
11420

ALLOY WHEELS & WINTER TYRES

£450. Pirelli Sottozero Winter Tyres 225/45 R17 94V Winter Tyres 5mm tread all round, currently on multispoke alloys 7.5J 5-hole 112mmPCD. Used on Mercedes C-class for just one month on holiday to Bavaria. One small scrape on one wheel only (see pics). Wheels and Tyres together £450 (cash & collect). Located in Hampshire (SO53). Please call 07884 353877, Hampshire
11409

CITROEN 2CV PARTS

POA. Used Citroen 2CV spares. Please call 02085 293101, London
11417

COOPER BMC MK1 SUMP GUARD

£125. Genuine S sump guard. To fit mk1 subframe. Never fitted and as new. Please call 01217 050849, West Midlands
11408

FORD RECONDITIONED STARTER MOTOR AND WATER PUMP

£15-£25. Reconditioned starter motor for FWD Ford CVH £25. As new water pump 1966 on £15. Buyer to collect please. North Nottinghamshire. Please call 01777 818569, Nottinghamshire
11421

MG MIDGET PARTS

From £1. 1975. Spares from £1. MG Midget 1975 breaking. All parts including good hood. North Wales. New Michelin X on Rostyle. Please call 01978 790820, Denbigs
11427

W123 230E ORIGINAL MERCEDES EXHAUST

POA. Complete new unused, offers. Please call 01883 348187, South East
11413

AUTOJUMBLER GIVING UP GARAGE FULL CAR PARTS, ACCESSORIES, MANUELS AND MAGAZINES

£500. Buyer collects. Too much to list 13x4 trailer full autojumble. Please call 0130 688449, Surrey
11363

HONDA/ VAUXHALL CB250 ASTRA PARTS WANTED

£200+. Wanted. 1970. Honda CB250 engine, single cylinder twin exhausts. Also Astra 1.8 petrol engine. Please call 07811 549780 or 01947 840520, North Yorkshire
11362

MG "Y" SERIES PARTS

£250. 1950's 60's. One MG Y Bonnet in very good condition. With MG Chrome fittings £150. Also Stromberg carbs 1.5 bore £100. Please call 07542 297284, Hampshire
11367

MG MIDGET PARTS

POA. 1973. Offers. Genuine Lenham full one piece front end. Steel wings, solid, no filler, primed steel doors, 4 fibre glass wings wood frames, full dashboards and more. Please ring for prices. Please call 01924 490893, West Yorkshire
11364

SKODA FELICIA PICK UP PARTS WANTED

Wanted. I'm looking for a carpet, and barrell and key for rear door or tailgate for a 2000 Reg Skoda Pick Up. Also a canopy for back. Please call 00353872 471667, Ireland
11360

VARIOUS MORRIS, AUSTIN AND DATSUN-NISSAN PARTS

POA. Two wings Morris or Austin A60 BMC original parts for A55 MK1 many parts doors, bonnets, boot Datsun-Nissan 910 parts, sills, W10 Diesel. New springs for D21-22 Pickup. Please call 07733 077766, Cumbria
11361

WANTED OLD TRUCK ACCESSORIES FROM THE 70'S 80'S AND 90'S

Wanted. Window flags, scarves, stickers, sun strips etc. Please call 07980 310559, County Antrim
11354

WHEEL TRIMS AND OTHER VEHICLE PARTS

POA. Wheel Trims off Transcontinental Plus Fittings. Set Hatchers Wheel Trims. Tyre Cutter. Assortment Rear Lenses, Rear Lamps, Cab Beacon. Two Hella Fogs and Spot Lights. 24 Volt Bulbs. ETC. Please call 07592 511305, South East
11396

OLD DAF AND VOLVO TRACTOR UNITS WANTED

Wanted. Old tractor units/ others considered. All makes considered. Please call or WhatsApp 07786580969, South East
11281

WANTED COOPER S RED GREY GOLD BROCADE BASE REAR SIDE PANELS

Wanted. Or any bits parts etc. Any condition. Please call 07979 406536, South East
11047

MINI COSMIC ALLOY WHEELS

£150. Set of four 10" good condition. Please call 01534 855404, South East
11090

MISC

CORGI MINI POP ART NO 349

£1,650. Both model and box are still in super condition this model is very hard to find when still in its original box grab a bargain. Please call 07395 356562, Newcastle
11016

GLASS SMALL GLOBE

£75. 5" dia Pratts nice condition, post free. Please call 07968 659967, Surrey
11449

LAMBRETTA SERIES 1, 2 & 3 FIAAM TWIN TRIPLE PIPE EXHAUST

£450. Brand new it's got all the fixtures and fittings, all in chrome. It's only been unwrapped to take the photos. Can post for extra £20 including insurance. Please call 07749 586757, Surrey
720

LEATHER JACKET

£125. Brown. Real sheep skin. Size S/M (mens). New but unwanted. Ideal for convertibles. Can post UK. Please call 01234 213871, Bedford
11444

MICHELIN MAN

£70. Michelin Casings and Tubes 14 inches height, very heavy cast ally chromed, post free. Please call 02083 997541, Surrey
11445

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LANCASTER INSURANCE

NUMBER PLATE L13 PHL

£500. Held on retention document. Please call 07598 523480, Norfolk

11446

ONE ESSO TIGER TAIL

£14. MOD'S Lambretta Scooter 1960's. Can post for £4.90 extra, Paypal or bank transfer. Please call 07749 586757, Surrey

1566

ROLLS ROYCE GAS LIGHTER

£50. Flip top lid size 3x1.5 inches. Hinge slightly loose. Post free. Please call 07432 583904, Surrey

11448

SCALEXTRIC BUGATTI C70 VINTAGE

£2,250. 1960s complete with maintenance manual both model and box are in excellent condition extremely rare offer can post. Please call 07395 356562, Newcastle

10871

2 VINTAGE CRASH HELMETS

£100. By Geno Paris 1930-50s. Both inc heads straps on. £100 pair. Please call 02083 997541, Surrey

11425

CLARKE OXY-ACETYLENE WELDING SET AND CUTTING

£100. Complete carry case included little use no cylinders collection only. Please call 07426 203851, Lincolnshire

11418

CORGI ERF V LOW LOADER

£40. Corgi ERF V low loader heavy haulage with Corgi bulldozer as load fully working as new. £40.00 inc p+p. Please call 07786 385415, South East

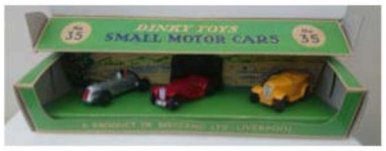
11415

CORGI TRUCKS +4

£30 each. Guy Blue Circle Guy Wynns Guy De Valley Ford Thames Trader Pickfords all as new £30.00 each inc p+p. Please call 07786 385415, South East

11414

DINKY GIFT SET 35 SMALL CARS



£650. This is one very rare set been 1940s. The set is in very good order as so is the box which still has its sleeve the models are Midget racer 35B. MG Sports. 35c. Austin7. 35D. Can post. Please call 07395 356562, Newcastle

11279

ESSO OIL DRIP LADY MAN MONEY BOXES

£50. Cast ally 10 inches height. Please call 07780 123683, Hampshire

11424

FREE PLASTIC MODEL CAR PARTS FROM OLD AMT 2 IN 1 KITS

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C SIDE

Reader Tom Richards got in touch regarding the MGC buying guide in our October 22 issue: "It's refreshing to see this oft-overlooked GT get some coverage. I've owned mine for 10 years, and once the handling quirks are sorted, it's a brilliant long-distance cruiser with that glorious straight-six growl. The MGC has always lived in the MGB's shadow, so it's great to see it recognised as a capable and affordable classic in its own right."

Like a blend between an E-Type and Healey 3000, while costing less than either!

PLASTIC FANTASTIC

Thinking Man's Capri?
Reliant Scimitar GTE Road Test

The Reliant Scimitar GTE road test video on our Classics World YouTube channel prompted plenty of comments on the Ford-powered coupe. @Oceans_Sail recalled fond memories: "When I was a wee lad, the mum of one of my mates had one from new. It was absolutely an aspirational car at the time, and I used to dream of one day owning one!" @grayfool fancied the Reliant over its Ford rival: "Much nicer than a Capri. Mind you, going sideways in a 3.0 Capri is quite good fun…" @Ashfielder, meanwhile, said what we were all thinking: "Nice car. I think Princess Anne had one."

MEMORY LANE

Renault's Espace was something properly different in the family car market, as this mid-'80s brochure details: "Discarding the conventional approach to car design, Renault have produced a totally new design concept which can be described as a leap into the future. From the outside, the Espace is no longer than a normal saloon. It is easy to handle, and with power steering, easy to park." It offered an inviting cabin, too: "Once inside you are in a world of comfort, space and amazing visibility. A modular space that's a pleasure to be in, it can double as an office or a living room…the alternative futures. Compared with the traditional saloon, the Espace offers a freer solution to transport needs. The interior layout can easily be adapted to your needs and designed to carry from one to seven people, or just as easily, by removing the seats can alternatively be used as a business or leisure load carrier — the choice is yours."

NEXT ISSUE

DON'T MISS OUR NEXT ISSUE ON WEDNESDAY, NOVEMBER 5

◀ MG TRIUMPHS

On the 45th anniversary of the MG factory closing, we celebrate the cars built at the famous Abingdon factory.

▼ TORQUE OF THE TOWN

If most modern-classic sports cars are too mainstream for your tastes, you might be tempted by the TVR Chimaera. We share our buying advice.

▲ CLASSIC CHOICE

A trio of small but mighty off-roaders compete – but will the Suzuki SJ, Fiat Panda 4x4 or Daihatsu Fourtrak be king of the hill?

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